ESCANABA DAILY PRESS

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Over 500 Will Attend C. & N. W. Dinner Tonight

Lead Indicates Goldwater Has Victory Cinched

WASHINGTON (AP) — Sen. Barry Goldwater of Arizona apparently has built up an insurmountable lead in the race for the Republican presidential nomination.

If the name of the game is "Delegates," Goldwater has victory within his grasp. The Associated Press survey of 1,308 delegates to next week's GOP convention showed this first ballot breakdown at the end of the final pre-convention week:

Goldwater	728
William W. Scranton	165
Nelson A. Rockefeller	102
Henry Cabot Lodge	45
Margaret Chase Smith	15
Richard M. Nixon	1
Favorite sons	47
Uncommitted	205

Of Goldwater's total—which is 73 votes more than the 655 required for the nomination if he keeps them — 118 are committed by state primary elections, 257 are instructed by GOP state and district conventions, 60 are personally pledged and 293 favor the senator but are not pledged.

All of Pennsylvania Gov. Scranton's votes are favorable, but not pledged or instructed. He also is expected to draw some—but not necessarily all—of the 102 votes credited to New York's Gov. Rockefeller and the 45 who favor Lodge, the former ambassador to South Viet Nam.

Goldwater's total could spurt upward early next week as various delegations caucus at San Francisco.

He has, for instance, 15 known first-ballot votes in the Ohio delegation which has been released from its favorite son status by Gov. James A. Rhodes. But there are indications that more Goldwater support will be shown when the Ohio delegation caucuses Monday.



NEW AMBASSADORS named by President Johnson include Winthrop G. Brown (left), assigned to South Korea, and Margaret Joy Tibbetts (right), for Norway. Both are career diplomats. (AP Wirephoto)

Upset Victory Possibility Seen By Eisenhower

ABOARD GOP TRAIN (AP) —Former President Dwight D. Eisenhower, recalling Harry S. Truman's 1948 upset victory, says "maybe it can be done again" if the Republican party unites in a vigorous campaign.

Eisenhower talked with newsmen Friday night while on his way to the party convention in San Francisco.

He said the outlook for Truman's election "was so poor that the odds, I believe, were 16 to 1 against him. But he upset the applecart."

The former president, a two-time winner, was in a reminiscent mood as he held an impromptu press conference in one of the three private cars he, Mrs. Eisenhower and their party are traveling in.

Can Be Done

He said he believed President Johnson could be turned out of office, although, "as of the moment, all polls show the President far ahead of any possible nominee of ours."

It can be done, Eisenhower said.

"If we have a well-united party carrying the message effectively and decisively, there could be a different picture reflected before the election.""

The general was careful to maintain his avowed neutrality in the contest for the GOP Presidential nomination.

"An ex-president has no business taking a position with this or that faction," he said. "His business is to be accessible and available to all of them."

Eisenhower said he had seen and talked with all the possible GOP presidential nomineees this year.

"For the life of me, I can't understand why some editors and columnists think I was weasling or changing my position" because he had not publicly supported one of the candidates.

No Rug-Pulling

"I decry this belief that any one man, by putting his finger on this or that individual, decides millions of voters against their will," Eisenhower said.

The former president scoffed at what he called talk that he had pulled the rug from under Pennsylvania Gov. William W. Scranton when the governor reportedly was ready to get into the GOP presidential race at the Governors' Conference in Cleveland.

"I never put a rug under him," he said.

Another question that came up was the conference Sen. Barry Goldwater had with Eisenhower before announcing he would vote against the civil rights bill because he regarded two sections unconstitutional.

Eisenhower said he told Goldwater that if he were in the Senate, he would vote for the bill.

Eisenhower said he and the Arizona senator had agreed nothing would be said about their meeting. But, he said, somehow word of it got out and reports gave the impression that he supported Goldwater's position.

Federal Budget Deficit Figure May Be Sliced

WASHINGTON (AP)—President Johnson is expected to announce in a few days that the budget deficit for the recently completed bookkeeping year will be significantly lower than anticipated, it was learned today.

Although the figures for the year which ended June 30 won't be available for about another week, evidence is mounting that the deficit will be less than the $8.8 billion forecast a few weeks ago

The administration announced in May that it had shaved its estimated expenditures by $100 million and it placed the figure at $98.3 billion.

Now, there seems little doubt that expenditures will be less than $98 billion—perhaps considerably below that figure.

On the other side of the ledger, the government has been collecting more revenue than expected because of the consistently high level of performance by the economy.

Johnson said at a news conference Friday there would be "some good news" soon in regard to the government's financial position.

Johnson obviously believes there are political dividends in trimming the budget deficit and he has emphasized economy repeatedly to his lieutenants. They apparently have been working hard to cut below the goal set by the President.

One measure of these efforts is the number of government employes. At one time the number was expected to reach 2,571,000 at the end of the fiscal year. The administration announced that its goal is to cut this figure to 2,497,000, and it now seems certain that the actual count will be stilll lower.



ESCANABA ORE Centennial celebrants will see this train on a siding at the end of 5th St. and 1st Ave. N. today. The train was specially assembled to show visitors the different iron forms loaded into lake vessels at the Chicago & North Western Railway dock in the Port of Escanaba. The cars contain direct shipping ores from the Marquette, Menominee and Gogebic ranges and pelletized iron from the Groveland Mine at Randville and the Empire Mine at Palmer. Natural ores compose most of the 340 million ton record of the century of ore shipment here. They are being replaced by peleitized iron from surface-mined low grade deposits. (Daily Press Photo)

Tributes Mark 100 Years Of Ore Shipping

An enthusiastic salute to the Chicago & North Western Railway Co., this community's pioneer industry, and commemoration of 100 years of ore shipping from the port of Escanaba are the order of the day here in a celebration attended by thousands.

The North Western's top officials are guests of honor throughout the day and will receive official recognition at a banquet to be attended by more than 500 in the Area High School at 7 tonight.

Ben W. Heineman, chairman of the board, and Clyde J. Fitzpatrick, president of the North Western and other officials are guests of honor throughout the day and will receive official recognition at a banquet to be attended by more than 500 in the Area High School at 7 tonight.

Ben W. Heineman, chairman of the board, and Clyde J. Fitzpatrick, president of the North-Western, and other officials will be recognized at the banquet for their outstanding and progressive leadership of the C&NW and its contributions to the economic strength of the region and the nation.

Heineman will be presented with a painting, the work of a local artist, Clarence Moreau, depicting construction of one of the North Western's early ore docks. The first dock was built by the North Western in 1863 and was rebuilt in 1881.

Honor C&NW

John A. Lemmer will be the master of ceremonies at tonight's banquet, and the speaker will be Carl Hogberg, vice-president, raw materials services, U. S. Steel Corp. Hogberg is an Escanaba native and his father, the late Claus Hogberg, was for many years an employe of the North Western.

Hogberg will pay tribute to the North Western for its sustained and continuing progress in the field of transportation, and in particular its assistance in keeping this region's iron ore industry competitively healthy.

From early today when the sound of aerial bombs and the blowing of whistles and the ringing of bells heralded the opening of the Iron Ore Centennial, the program has been a busy and eventful one.

A flag raising at Ludington Park followed the Centennial salute; visitors inspected the

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Soviets Launch Space Stations

MOSCOW (AP)—A powerful single booster rocket launched two scientific space stations into widely differing orbit today, the Soviet news agency Tass said.

The vehicles, Electron 3 and Electron 4, followed a similar launch Jan. 30. The Electron series is apparently unmanned.

Tass said the stations carried instrumentation for research. No mention was made of the size, weight or power of the satellites or the rocket.

Tass said Electron 3 separated from the last stage of the booster rocket during powered flight. The last stage continued to reach the necessary speed and then orbited Electron 4.

The news agency said all systems were functioning normally.

Tass said preliminary data indicated Electron 3 was in a lopsided orbit which comes as close as 251 miles to the earth and as far away as 4,365 miles. Electron 4's orbit was even more extended, 285 miles at its nearest point and 41,076 at its farthest.

Republicans Set Up Platform To Suit Goldwater

SAN FRANCISCO (AP) — Drafters labored today over a platform likely to prove acceptable to Sen. Barrrry Goldwater, who next week will become the GOP presidential nominee unless there is an unforeseeen party upheaval.

Supporters of Pennsylvania Gov William W. Scranton have fought a spirited but apparently futile battle to undercut the mountainous delegate strength the Arizona senator's strategists believe will give him the nomination on the first ballot.

In private conversations, Goldwater is said to have estimated that he has a rock-bottom 80 votes over the 655 needed for the nomination. He still wants an additional 20 as a "safety pad" for the last-minute assaults expected against his stronghold.

Scranton Forces Lose

The embattled Scranton forces mounted a two-pronged attack. The Pennsylvania governor told a news conference Friday there was an unmanageable flood of messages. He said this outpouring "makes it very clear" that rank-and-file Republicans don't want Goldwater.

He contended this would exert influence on delegates to desert the Arizona senator. But there was no tangible evidence this was happening.

The second attacking column was led by Sen. Hugh Scott, R-Pa., a candidate for re-election who doesn't want to run on a ticket headed by Goldwater.

Scott laid the groundwork for a direct appeal to next week's convention not to accept a platform with the civil rights and other planks satisfactory to Goldwater. But the Scranton people lost every plank battle in the platform committee.

Somewhat bitterly, Scranton contended that the major planks of the platform had been "written for some time" to suit Goldwater and weren't going to be changed unless the convention took over and redrafted them.

In Final Stages

The confident Goldwater people conceded privately Scranton's was a relatively true statement But they said there wasn't anything he could do about it.

Sen. John G. Tower of Texas, a Goldwater backer, said he is confident the platform now in the final drafting stages will be "extremely acceptable" to Goldwater.

The Arizona senator perhaps previewed his general election campaign intentions when he called on the Republicans to "lead the crusade against tyranny."

He was cheered roundly in an appearance before the platform committee when he said that the Johnson administration "pretends that communism has so changed that we can now accommodate it."

He made it clear that if he is the nominee, he will mount an all-out attack on President Johnson's foreign and domestic policies

Testy Only Once

Affable and conciliatory, Goldwater got heavy applause Friday. He was testy only once.

This was when George A. Parker, a Negro delegate from the District of Columbia, asked whether the senator could "consistently, conscientiously and in good faith use the powers and prestige of the presidency to carry out the civil rights law?" Goldwater voted against the measure.

"Sir," Goldwater replied, "you are questioning my honesty and I should resent it but I won't."

Goldwater said that if elected president he would enforce the civil rights act, and go beyond it in trying to end discrimination.

In a day that saw no significant change in either the prospects for the presidential nomination or the platform, there were these other developments:

—Scranton told a howling crowd of boosters he expects to win the presidency not only this year but in 1968.

Eisenhower Neutral

—Former President Dwight D. Eisenhower, on his special train heading toward San Francisco, said if the Republicans are united, they can win in November. He still insisted he would take no sides in the nomination contest.

—Charles H. Percy, GOP nominee for governor of Illinois was chosen by convention officials to present the vice presidential nominee to the convention. Former Vice President Richard M. Nixon will do the honors for the presidential nominee.

—Dr. Milton Eisenhower, scheduled to present Scranton's name to the convention, said he is "not too optimistic" about the Pennsylvania governor's chances, but is "still hoping."

—Henry Cabot Lodge, the party's 1960 vice presidential candidate and now a Scranton supporter, said that if Goldwater wins the nomination, "I intend to go out in a boat and think about it."

Ore Centennial Edition Adds Page To History

This 38-page edition of the Escanaba Daily Press contains a first section of 14 pages and a special section of 24 pages devoted entirely to the Escanaba Ore Centennial being celebrated today in a historic program which has brought many leaders of Lake Superior area mineral industry and transportation systems serving it to Escanaba.

The Ore Centennial edition has been prepared over several months with the aid of authorities in their special fields like Ogden Johnson of the Cleveland Cliffs Iron Co., Earl Volin, director of the Ores Research Institute of Michigan Tech, Professor Harry Benford of the School of Naval Architecture of the University of Michigan, and many others.

The Press gratefully acknowledges the valuable assistance of the Delta County Historical Society, Carnegie Public Library, Michigan State Library Branch, and F. V. Koval, assistant to the President of the Chicago & Uorth Western Railway.

The edition contains some new material and is an unprecedented collection of information on the subject of the century's ore haul to Escanaba, only port on Lake Michigan.

Copies of the edition are available from the Press.

Mother Wins Daughter Back After 8 Years

ANN ARBOR (AP) — Mr. and Mrs. Edward A. Furlong of nearby Ypsilanti, who have raised Paula Marie Mathers as their own daughter for eight of her 10 years, were ordered by a Washtenaw County judge Friday to return the child to her mother.

Probate Judge John W. Conlin signed the order after the Michigan Supreme Court ordered him Thursday to see that the child was transferred "forthwith."

Paula's mother, Mrs. Pearl Jean Mathers Hatmaker, 32, of Berkley, gave the child to the Michigan Children's Aid Society for boarding in 1955.

The Furlongs took the girl—whom they call Susan Furlong—from the society, and Mrs. Hatmaker waged a long court fight to get her back.

The Furlongs told "Susan" about the transfer order Thursday night.

"She broke down," Furlong said. "She doesn't want to go and she said so."

Weather

By The Associated Press

Upper Michigan — Partly cloudy and cooler this afternoon, tonight and Sunday. Low tonight 45 to 54. High Sunday in the 60s.

Lower Michigan — Partly cloudy with a chance of a few showers and cooler in the central and north portions this afternoon. Partly cloudy tonight. Sunday mostly cloudy and cooler with scattered thundershowers likely in the south. Low tonight in the 50s in the north and 57 to 65 in the south. High Sunday 68 to 75 in the north and 74 to 82 in the south.

Highest temperature Friday 90, lowest 61.

Highest temperature one year ago today 85, lowest 56.

Highest temperature this date since 1872, 101 in 1936, lowest 49 in 1945.

The sun sets today at 8:38 p.m. and rises Sunday at 5:10 a.m.

Albany	85	Memphis	91
Albuquerque	93	Miami	90
Atlanta	81	Milwaukee	81
Bismarck	88	Mpls.-St. P.	82
Boise	92	New Orleans	90
Boston	63	New York	86
Buffalo	87	Okla. City	102
Chicago	75	Omaha	78
Cincinnati	85	Philadelphia	87
Cleveland	83	Phoenix	105
Denver	91	Pittsburgh	86
Des Moines	82	Ptlnd, Me.,	61
Detroit	90	Ptlnd. Ore.	84
Fairbanks	61	Rapid City	75
Fort Worth	102	Richmond	84
Helena	85	St. Louis	86
Honolulu	86	Salt Lk. City	90
Indianapolis	85	San Diego	81
Jacksonville	94	San Fran.	63
Juneau	57	Seattle	79
Kansas City	87	Tampa	90

Mackie Files For Congress

LANSING (AP)—State Highway Commissioner John Mackie Friday filed more than double the number of signatures needed to qualify as a Democratic aspirant for congress from the seventh district.

Mackie filed 1,650 signatures with the office of Elections Director Robert Montgomery. He needed only 773 signatures to qualify.

Mackie recently moved his official residence from his farm near Holt, outside Lansing, to Flint to run for the congressional seat. The district encompasses Genesee and Lapeer counties.

The office of elective highway commissioner has been abolished by the new state constitution.

Shell Kills 4 Korean Villagers

SEOUL, Korea (AP)—A U.S. Army shell exploded Friday and killed four Koreans when one of them tried to dismantle it, an Army spokesman said.

One of those killed had removed the shell from a restricted firing range 40 miles north of Seoul and brought it to a village to dismantle.

Manuel F. Cohen SEC Chairman

WASHINGTON (AP) — President Johnson has reached into the ranks to fill top positions in the government's agencies responsible for regulating securities exchanges and collecting taxes.

Manuel F. Cohen, 52, who has worked for the Securities and Exchange Commission for 22 years and has been a commissioner since 1961, was picked as its new chairman by the President. He will replace William L. Cary, who is resigning, probably next month.

In another appointment announced by Johnson at a Friday news conference, Bertrand Harding, a 45-year-old Texan who also has 22 years of government experience, was named acting commissioner of the Internal Revenue Service.

Harding succeeds Mortimer M. Caplin, whose resignation announced May 22 became effective Friday. Harding has been deputy IRS commissioner since 1961. Johnson did not say if the appointment would be permanent.

In connection with Cohen's appointment, Johnson filled Cary's place on the 5-member commission with Francis M. Wheat, a 43-year-old lawyer from Los Angeles.

That made the SEC the first of the government's independent regulatory agencies to have a majority of Johnson appointees.

Earlier he named Hamer H. Budge, former judge and Republican congressman, and Hugh F. Owens, former head of the Oklahoma Utilities Commission, to the SEC.

Cohen has been a strong supporter of the SEC's proposals for sweeping revisions in the nation's securities exchanges to impose tighter controls on issues sold to the public. Cohen was appointed to the SEC by the late President John F. Kennedy.

Today's Chuckle

A psychologist finally figured out why Robin Hood robbed only the rich--the poor had no money.

Trouble Caused By Upside-Down License Plates

ROCKFORD, Ill. (AP)—When Miss Edna Lawrence of Belvidere, Ill., received a letter from the Pontiac, Ill., police threatening arrest for failure to pay a parking ticket, she thought something was wrong. She had never been there.

And when a Bloomington, Ill., insurance company called her about a recent traffic accident, she was sure something was wrong. She had been in no mishaps.

The trouble, as she finally learned from state police, was caused by a pair of 1964 Illinois automobile license plates.

John E. Harrison of Wildwood, Ill., who recently received a parking ticket in Pontiac and also was in an accident, has been displaying his plates upside down since last winter.

His number is 660-898; hers 868-099.

Forces Of FBI Are Bolstered In Mississippi

JACKSON, Miss. (AP) — The FBI, at the direction of President Johnson, has strengthened its forces in this racially troubled state where another Negro church building burned this morning.

The building, about three miles east of Greenwood, was the Pleasant Plain Missionary Baptist church.

Newsmen said the building, a concrete-block structure about 30 by 60 feet, was situated in a predominantly white community. The fire occurrred about 2 a m Officers, including the FBI, are investigating the origin of the blaze.

The boost in the FBI setup came Friday as FBI Director J. Edgar Hoover, who flew here to dedicate new facilities for his agency, said he believed the three civil rights workers whose disappearance last month has baffled the nation, are dead.

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WATER POURS through the compensating dam on St. Marys River at Soo, Ont., after the International Joint Commission ordered gates opened to lower Lake Superior levels and raise those on the lower lakes, which are at one of the lowest levels in history. (CP Wirephoto)

Former Local Librarian Dies

Mrs. Harris (Annabel) Neil, 53, of Iron River, former librarian at Escanaba Senior High School, died recently at Copper Country Sanatorium after a two day illness.

Funeral services were held at St. Agnes Church with Father Thomas Anderson officiating and burial was in Resthaven Cemetery.

Mrs. Neil was born Sept. 15, 1910, in Durand, Wis., attended the Durand public schools and was a graduate of the College of St. Catherine in St. Paul. She taught in the public schools of Pulaski, Wis., as well as in Escanaba.

She was married to Harris Neil in 1943 and had resided in the Iron River district since that time.

Mrs. Neil is survived by her husband, a daughter, Mary Adele, at home, one son, Michael, a student at the University of Michigan, two stepsons, Robert, Rogers Location, and Harris A. Jr., Chicago, as well as her father, two sisters and two brothers.

Members of the Harris and Reynolds families attended the rites.

Briefly Told

Escanaba Knights of Columbus, Council 640 will hold a monthly meeting Monday, July 13 at 8 p. m. at the club rooms, Sherman Hotel building. The officers and the Six Point Program chairman will hold a special meeting the same evening at 7 p. m. also in the club rooms.

Shields Leaving As Manager Of Radio Station

Chester P. (Bud) Shields, manager of Radio Station WLST, today announced his resignation, effective immediately.

Shields left Station WAGN, Menominee, two years ago to become manager of WLST. He has been in radio in the Upper Peninsula for 17 years, having started with WHDF, Houghton, in his native Copper Country.

Shields said that his immediate plans were indefinite and no successor as manager of WLST was announced immediately.

History Society Meet July 24-25 At Ontonagon

The Historical Society of Michigan will hold its 15th annual Upper Peninsula History Conference at Ontonagon on July 24-25. The event will be hosted by the Ontonagon County Historical Society in Michigan's Copper Country.

Conventioneers will be addressed by author Roy Drier on prehistoric copper mining of the Lake Superior region and by E. O. Woodbury who was an eyewitness to the Ontonagon Fire of 1896.

Two guided tours are scheduled for the meeting. On Friday, July 24, convention-goers will tour 19th century mine sites and prehistoric pits where Indians once mined for minerals. On Saturday afternoon, July 25, a surface tour of the White Pine Copper Mine will be held after a luncheon talk on company history by Richard Cole, executive vice-president and general manager of the White Pine Copper Company.

Death Claims Mrs. MacRae

Mrs. Ida MacRae, 83, of Sheboygan, Wis., the former Ida Wickert, member of a prominently known Escanaba family, died Thursday evening in Sheboygan.

The body was brought here to the Allo Funeral Home where friends may call Sunday from 4 to 9:30 p.m. Services will be held Monday at 2 p.m. at the Allo Chapel. The Rev. Karl J. Hammar, pastor emeritus of Central Methodist Church will officiate. Burial will be in Lakeview Cemetery.

Mrs. MacRae was born in Escanaba May 31, 1881, and attended the Escanaba schools. She remained here until her marriage to Hector (Mac) MacRae, which took place in 1912. She lived in Aberdeen, S.D. 20 years and later made her home in Sheboygan with her sister, Mrs. Clara Morrow.

Her late husband operated a barber shop on Ludington St. in Escanaba many years ago.

Her survivors are two sisters, Mrs. John J. (Mata) Bartella, Escanaba, and Mrs. Morrow, and a brother, Walter Wickert, Escanaba, as well as several nieces and nephews.

Special School Election In Rapid River

RAPID RIVER — The polls will open at 7 a. m. and close at 8 p. m. Monday, July 13, at the Fire Hall in Rapid River; Alton Hall, Ensign; and Stonington Hall, Stonington for the special school election for the Rapid River School District. The Rapid River School Board is asking for an increase of 3 mills.

The increase is being asked to meet rising operational expenses, to reduce the pupil-teacher ratio, and to buy needed laboratory, industrial arts, and playground equipment.

At the present time Rapid River School Area, which includes the townships of Masonville, Ensign and Bay de Noc operates on one of the lowest millages of school districts in Delta County.

Many Helped Shape Centennial Celebration

The Ore Centennial observance was suggested to the City Council by the Delta County Historical Society, which also directed attention to the 100-year role of the Chicago & North Western Railway in ore shipping from the Escanaba port.

The City Council commended the Society for its interest in commemmorating the events and became, with the Society and the Chamber of Commerce, a co-sponsor of the celebration.

Scores of persons were involved in planning and preparing for the Iron Ore Centennial; hundreds were participants in the many events of the program that paid tribute to a local industry and marked an historic occasion.

Wesley Hansen, former mayor and councilman, is general chairman. The steering committee is composed of Hansen and George Harvey, city manager; Walter Lewke, manager of the Chamber; and John J. Mitchell, president, Delta County Historical Society.

Gust Asp is finance chairman, John Lemmer tickets, Mayor George Rusch and John Anthony, Chamber of Commerce president, reception.

Forrest Henslee and Robert Barron headed the luncheon and banquet committee; Claude Tobin and Paul Snyder, parade; Thaxter Shaw and Robert Schmeling, displays; Thomas Quinn, special events.

Jean Worth was luncheon program toastmaster; John Lemmer will be toastmaster at tonight's banquet; Don Crawford, commodore, arranged for the cooperation of the Escanaba Yacht Club; Councilman H. George Nelson and others planned the street dance held in North Town last evening; the Aqua-Nuts water ski club through its president, Tom Gasman, arranged for the water show; City Clerk Don Guindon cooperated in arrangement details; and many others also contributed to help make the Centennial program a success.

Death Claims Mrs. Martin Of Los Angeles

Mrs. Fred Martin, 77, former resident of Escanaba, died Thursday at her home in Los Angeles.

Funeral services were held at 9 a. m. today in St. Jerome's Church and burial was in Los Angeles.

Mrs. Martin was the former Martha Champion. Her husband died Jan. 27 of this year. She is survived by a daughter, Mrs. Donald Cox, Los Angeles.

Iron Leads In Medical Aids

Medical assistance to the aged under the Kerr-Mills Act with the state and federal governments sharing costs varies greatly between the 15 Upper Peninsula counties, dependent upon their facilities for use of these funds.

The State Department of Social Welfare reports that in May the counties of Delta, Menominee and Dickinson received $36,690 from Kerr-Mills, for their patients at Pinecrest Medicare Facility at Powers.

Delta also spent $6,745, Dickinson $5,170 and Menominee $1,480 on medical assistance outside Pinecrest.

Alger, Baraga, Chippewa, Keweenaw, Luce, Ontonagon, Schoolcraft and Marquette had no medicare facilities, spent varying sums for medical care in other institutions.

Iron County got $21,781 for medicare facility aid, Gogebic $22,645, Houghton $19,120, Mackinac $6,741. On population basis Iron led in receipt of medical aid.

Pinecrest's cost per day for patients was $9.79, compared with a state average of $11.54, and $8.94 in Gogebic, $6.95 in Houghton, $8.32 in Iron, $8.44 in Mackinac.

Pinecrest provided 3,896 days of care in May, 3,617 of them under the medical assistance to the aged program.

Gerald Mullen Of Indian Lake Taken By Death

MANISTIQUE — Gerald G. Mullen, 60, of Indian Lake, died at midnight today at the Schoolcraft Memorial Hospital. Mr. Mullen was born in Venice, Ill., on March 3, 1904.

Survivors include: his wife, the former Blanche Vincent; one son Vincent Atherton, Manistique Heights; one daughter, Mrs. Howard (Geraldine) Tennyson, Manistique; six grandchildren and one sister, Mrs. Marie Griffin, Granite City, Ill.

Friends may call at the Kefauver-Jackson Funeral Home after 2 p. m. Sunday. The funeral services will be held at the funeral home at 2:30 p. m. Monday with Rev. Harry J. Davidson officiating. Burial will be in Fairview Cemetery.

ACE Schedules Block Captain Training Sessions

At a Thursday night meeting of the Active Citizens For Education committee chairmen finalized plans for block captain training sessions to be held July 23 and July 28 at the Junior High School auditorium.

Fact sheets and other materials will be presented to block captains at the time to aid them in their door-to-door campaign.

A general meeting of ACE will be held at the Ford River School Monday evening, July 13, at 8 o'clock. Several committees will make progress reports and all interested citizens are expected to attend.



WINNER OF WLST's Millionaire For A Day Contest is David Anderson, (left) 25, of Rte. 1, Cornell. Here, WLST's General Manager, Bud Shields, present him with a check for $138.88, interest on one million dollars for one day. The check and a 24-hour all expense paid weekend for two at the Dome resort, Marinette, was the prize. Anderson's name was drawn from among 20,000 entrants by Amy Moberg, society editor of the Escanaba Daily Press. (Daily Press Photo)

Direct Relief Is Up Slightly

Delta County had exactly the same number of direct relief cases in May as it did a year ago—113. Most of these cases are supplements for persons in nursing homes.

The spending was $11,996 in May compared with $8,487 a year ago.

The Upper Peninsula's 15 counties had 1,704 direct relief cases compared with 1,686 in May, 1963, and spend $119,999 compared with $124,123 a year ago.

Counties reporting more cases were Alger, Chippewa, Dickinson, Iron, Luce, Mackinac, Menominee, Ontonagon. Reporting fewer were Baraga, Gogebic, Houghton, Keweenaw, Marquette (144 to 166), and Schoolcraft.

Biggest spender was mine crisis plagued Gogebic with $22,018 on 338 cases, with Houghton next with $18,545 on 283 cases.

Smallest spender was nonpopulous Luce, $2,142 on 32 cases. Schoolcraft spent $3,875 on 58 cases.

Obituary

MRS. HOWARD NELSON

Funeral services for Mrs. Howard Nelson, a former resident of Ford River, will be held at 1 p.m. Monday at the Muelhauser Funeral Home at 1458 Belmont Ave., Chicago. Burial will be in that city.

U. P. Farm Tour Planned July 22

Upper Peninsula farm tour guests will see a cross-section of the Copper Country's agriculture July 22.

Starting at the Rudy Larson potato farm just west of Chassell at 9:30 a. m., the tour will end at mid-afternoon with a stop at the Hulkkonen Brothers poultry farm south of Nisula.

In between stops includes one at the Ralph Golden strawberry farm and woodlot and a tour of the Peter Siekas dairy farm. Luncheon will be served at the J. A. Doelle School at Tapiola where the tourists will hear an address by Richard Bell, East Lansing, agricultural program director for the Michigan State University Cooperative Extension Service.

Illness Is Fatal To Mrs. Johnson, Ford River Road

Mrs. Helmer (Bernice) Johnson, 63, of Rte. 1, Escanaba, Ford River Road, died at 11:45 p.m. Friday in St. Francis Hospital where she had been a patient for one day.

Mrs. Johnson was born Oct. 11, 1900 in Chicago and had lived in that city until she moved to this area about six months ago. She was a member of the Zion Lutheran Church of Chicago. She is survived by her husband.

Friends may call at the Anderson Funeral Home from 4 to 9:30 p.m. Sunday. Complete funeral services will be conducted at the funeral home at 2 p.m. Monday with Rev. Walfred Nelson of Bethany Lutheran Church officiating. Burial will be in Lakeview Cemetery.

ENTERTAINMENT TONIGHT
Music By
"The Star Fires"
SKINNY'S BAR
Stock Car Racing
Tonight at 7:00 & 8:00 P. M.
U. P. Fair Grounds

DANCING NITELY
At The
Holiday BOWL
Dance In Air Conditioned Comfort to the "Key Notes

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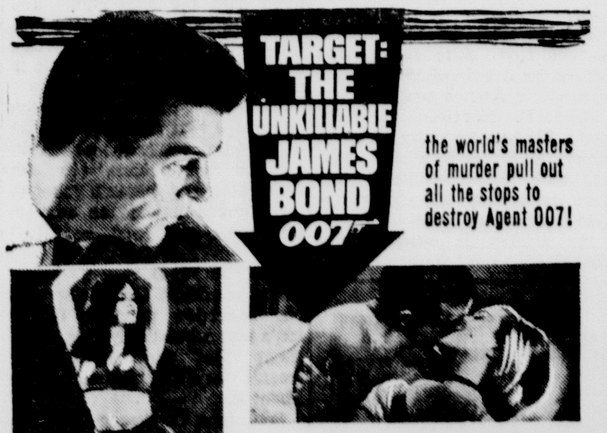
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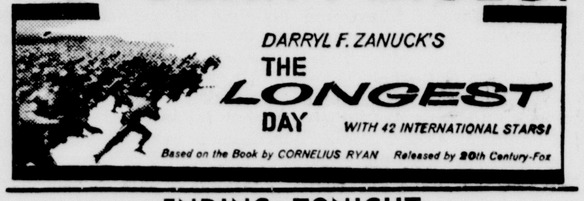

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Fish Program Changes Affect Upper Peninsula

A new fish management program for Michigan pegged to meeting tomorrow's demands under today's costs of operation has been approved by the Conservation Commission.

Headlined by sweeping — even revolutionary — realignments in fisheries work, the Conservation Department's master plan for progress is expected to ultimately boost the angling productivity in the state's waters by 15-30 percent while staying in line with the current level of money-spending.

Among its major points is a $250,000-cutback in trout hatchery operations, keynoted by a large reduction of costly put-and-take plantings of legal-sized fish. For hatchery trout emphasis will be centered upon "maintenance stocking" in waters which have the potential of yielding at least as many pounds to the creel as are planted.

Efforts here will be shifted away from streams and aimed at lakes where growth and survival of trout is substantially greater. In many of these waters, fishermen will be getting back two pounds of fish for every one pound planted.

Most of the saving in trout work will be invested in new access and impoundment sites and used to strengthen field management.

Sought for acquisition as soon as possible are 650 high-priority fishing sites, many of them on trout streams. Also, within the next 10 years the Department plans to create 50 state fishing lakes in the southern third of the state to offset losses of water to cottage developments, pollution, industry, and other causes.

Under its look-ahead program, the Department will also concentrate upon a full-scale inventory of Michigan waters, including the Great Lakes, to pinpoint untapped fish populations and to guide the course of management work.

Such new approaches as "single-species" lakes will be tried to develop better warm-water fishing, which is on the threshold of many management breakthroughs.

As part of the overall theme of providing more angling opportunities, fishing regulations which research has shown to be too stringent or unnecessary will be changed. Already proposed is a year-around season without size limits on black bass and walleyed pike, and the cancellation of all hook-and-line restrictions in the Great Lakes.

In hopes of letting fishermen take larger and better conditioned catches, the Department will try to move the trout opener back to the second Saturday of May and stretch the season through mid-October. The delayed opener would protect trout at a time of year when they make the biggest growth gains.

Dr. James T. Madden, under whose leadership the program was drawn up, said that it is the culmination, at last, of years of scientific research which now, suddenly, has reached a point where the new findings can be put into practice.

"For example," he said, "we have found that if you planted trout and permitted all of their eggs to hatch, then raised their progeny to seven inches and let all their eggs hatch you would have enough brook trout to reach from the earth to the moon and three-quarters of the way back."

He said it was this kind of tremendous natural potential that the program seeks to harness.

Introducing new fish species to suitable waters is proposed. He mentioned the possibility that Dolly Varden trout might do better in some lakes than the traditional species and that red-eared sunfish offered possibilities in warm-water lakes.

Details Awaited

Fish Biologist Clifford Long of the Conservation Department said that the change in the Department's fish program would affect the Upper Peninsula, but in specifically what ways has not been determined yet.

He said that the Department does some stream planting of trout in the Upper Peninsula and that this will be de-emphasized, with more changes to be made here to obtain maximum fish production from the state's expenditures.

Elk Hunt Set For Michigan Next December

Resident sportsmen can look forward to Michigan's first elk hunting season in modern time.

Setting regulations under authority given to it by the State Legislature, the Conservation Commission has approved a conservative Dec. 5-13 season which will be controlled on an area and kill quota basis for taking about 200 surplus elk from a herd of 3,500.

Some 300 Michigan hunters will get a chance to stalk these antlered giants which were last hunted in the state nearly 100 years ago.

Their shooting boundaries will ring five foot-shortage and cropldamage areas covering most of the herd's 600-square-mile range in parts of Cheboygan, Presque Isle, Otsego and Montmorecy counties downstate.

Elk of either sex will be legal targets in four of these areas. Hunting in the remaining, central area will be restricted to anterless animals with the though of maintaining its bull population as a tourist attraction.

Weapon regulations call for high-powered rifles larger than .23 caliber which pack at least 1,000 foot-pounds of energy at 100 yards, using bullets that weigh 100 grains or more.

Successful hunters will be required to bring their elk to the Department's Pigeon River Trout Research Station so the animals can be checked by game biologists.

This season's small force of hunters will be determined by a Department drawing in late August.

Gas Station Entered Friday

MANISTIQUE—Public Safety Officers are investigating the breaking and entering of the Lou Crosby Gas Station at the corner of Deer and Houghton Aves. sometime after 11 p. m. Friday.

Entry was made by breaking through the front door and some candy, cigarettes and a small amount of money was taken.



JACK AND CHUCK HARR, college student summer employes of Green Giant Co., are working on Delta County farms which are growing plots of vegetables in an experiment to determine the suitability of local soils and climate for the production of foods for commercial packing. The Harrs are weeding, thinning and making transplants in plots of broccoli, cauliflower, carrots and beets. (MSU Photo)

Blessed Hope Bible Camp Is Opening Today

BARK RIVER —The Blessed Hope Bible Camp begins its 31st annual session today, Saturday, July 11, at the Nesbit Lake Organization Camp, seven miles south of Sidnaw, Mich.

This camp program is sponsored by the Independent Fundamental Churches of Upper Michigan which include the Riverside Church of Ramsay, the Northland Gospel Mission of Iron River, the Community Bible Chapel of Norway, and the Bark River Bible Church.

The camp locale is one of the most ideal for the purpose of a retreat type of camp. It is isolated from everyday activities thereby giving opportunity for prayer, Bible Study and meditation. It is situated in the heart of the Ottawa National Forest, giving campers access to hundreds of acres of woodland for nature study and hiking. The lake on which the camp is situated is small, the camp itself and a privately owned resort being the only installations on the lake.

The young people who attend the camp will have a busy schedule which includes two hours of Bible classes, an hour of music and a brief swimming period each morning. The afternoons are filled with an hour's rest period, organized recreation, and a swimming period. The early evening hours are utilized in boating, softball, fishing and hiking. This is followed by the Vesper service, cabin devotions and then "taps."

The Blessed Hope Bible Camp was instituted in 1934 by Rev. Richard Zoet, and has met each summer since then with the exception of the War years during the '40's. Before World War II the camp convened on the Iron River near Silver City, since the war it has met at the present location at Sidnaw.

The camping session is broken up into two parts, the first week, July 11 to July 18 is mainly for children ages 8 to 11, and the second week, July 18 to 25, for those who are 12 and older. The Bark River Bible Church bus makes the trip to camp on both Saturdays. Approximately 20 children from the Bark River-Harris area will be attending the camp each week. Any child desiring to go should call either HO 6-7448 or HO 6-5341 for further information.

Rev. Walter Nordin, pastor of the Bark River Bible Church, is also director of the Blessed Hope Bible Camp.

Ethiopia, which contains 457,000 square miles, is as large as America's 17 northeast states.

Briefly Told

Returning from an Eastern vacation trip, Mr. and Mrs. Marlin Williams and daughters Jean and Joan of 101 S. 5th St., were accompanied by another daughter, Miss Sharon Williams, who has been teaching in the Smithtown School System, St. James, N. Y. Miss Williams will be here until Friday and will then leave for California where she will teach in the Los Angeles area. In the East the Williams visited a brother of Mrs. Williams, Edward Curran of White Plains, N. Y.; the World's Fair, and toured Washington, D. C.

A meeting of the Active Citizens for Education will be held Monday, July 13, at 7:30 p. m. in the Ford River School. Glenn Gamble will review a comparison of teachers' salaries in the Escanaba Area Public Schools system and other areas. All interested citizens are invited to atteend. The Ford River PTA members will be special guests.

Class schedules for the coming school year for Escanaba Area High School students will be available next week at the High School office, it is announced by Principal Stephen C. Baltic. Office hours at 8 to noon and 1 to 4 p. m. Fees of $7 are to be paid when schedules are picked up. Seniors are to call for their schedules on July 13, Juniors July 14, Sophomores July 15, and Freshmen July 16.

Escanaba Boy, 3, Runs Into Street; Injured By Car

A three-year-old Escanaba boy was injured when he ran into the street and into the path of a car Friday afternoon. He is in fairly good condition at St. Francis Hospital.

He is Steven Drossart, son of Mrs. Rose Drossart, 318 1st Ave. S.

The boy was injured at 1:30 p.m. Friday in the 300 block 1st Ave. S. when he was struck by a car driven by Mrs. Judith Ann Erickson, 19, of 611 S. 17th St.

Police said the child was one of three boys who ran to the curb. Two of the boys stopped but Steven ran into the street and was struck by the right fender of the car. He was taken to the hospital by ambulance.

Northern Trains Sales Persons For Employment

MARQUETTE — Northern Michigan University with a grant from the Area Redevelopment Administration, has developed an eight week course for training of unemployed persons in salesmanship.

The grant is under the joint administration of the U.S. Department of Health, Education and Welfare, represented locally by the Vocational Division of Michigan's Department of Public Instruction, and the U.S. Department of Labor.

For the past two-and-one-half years, Northern's Area Training Center here has been retraining persons in machine tool, welding, automotive repair, bulldozer operators, data processing, aviation mechanics, aviation sheet metal workers, and business and secretarial programs. Over 700 graduates of the TAC have found work in new occupations following completion of these courses.

The salesperson program covers basic sales training, business economics, mathematics, advertising, buying and display techniques. The students, ranging in age from 18 to 50, attend classes from 8 to 5 daily. Now in progress, the course will terminate Aug. 21.

The class is composed of 25 U. P. men and women referred for training by their local MESC offices.

Daily Sold

The Adrian, Mich., Telegram has been sold to Thompson Newspapers, Inc., a group owning 10 other newspapers in the U.S.A. and 27 Canadian newspapers. Charles S. Wesley will continue for a time as assistant publisher. He has been general manager of the Telegram since the death of his grandfather, Stuart H. Perry, in 1957. Mr. Perry had owned and published the newspaper for 50 years.

Treaty Site To Get Marker

IRON RIVER — The spot where a treaty was made with Indians to allow a survey of the Michigan-Wisconsin boundary will be dedicated as a historical site July 23.

The date was announced jointly by the State Historical Society of Wisconsin, Michigan Historical Commission and the Ottawa and Nicolet National Forest Supervisors.

This historical site, 10 miles southwest of Iron River just off M-73, commemorates mile post zero, the survey starting point. Also included is the treaty tree where surveyors made the treaty with the Objibwa Indians led by Chief Ca-Sha-O-Sha.

Michigan was given the area as part of a dispute between Michigan and Ohio. What was called the Toledo strip was given to Ohio. Most of what is now the Upper Peninsula was given to Michigan.

Acts of Congress establishing the Territory of Wisconsin in 1836 and Michigan's admission as a state in 1837 necessitated drawing a definite line.

Capt. Thomas Cram from the Corps of Topographical Engineers began the survey, but immediately after establishing mile post zero the curious Indians appeared.

Capt. Cram and his party talked the Indians into a treaty and the survey was later made.

Now the site includes a picnic area and a boat landing on Brule Lake. It also is a launching point for canoe travel down the Brule and Menominee Rivers, just as it served the Indians as a junction of overland trails with water routes.

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Shop Today & Every Day Monday Thru Saturday
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BUY EARLY FOR BEST SELECTION!
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OPEN LETTER
from
UPPER PENINSULA FUELS RESEARCH, INC.

Fuels Research is a group of independent businessmen presently supplying heating, cooking, and industrial fuels to consumers in the Upper Peninsula. While the individual companies are quite small, collectively we represent one of the area's largest employers.

The purpose of our organization is to give the consumer the best possible fuel for the lowest cost. We have conducted surveys to ascertain the true facts on fuel and equipment now being used in our area. The results of these surveys are now being analyzed and will be used to give the public better service on their present and future equipment We will conduct schools to enable our servicemen to keep abreast with the latest improvements in cooking and heating equipment.

It has been misinterpreted that the prime purpose of our group is to stop Natural Gas. THIS IS NOT TRUE. We are not, have not, and will not interfere with any competing fuel provided all their claims are true.

We feel that the results of our research will produce the true facts of heating costs and the public in general will benefit from our work.

This type of organization is new only to the Upper Peninsula. Other areas of state have had this type of organization for many years.

We will be available to give factual answers on any fuel problem you may have and sincerely hope you will make use of our service.

Yours very truly,

U. P. Fuels Research, Inc.
Box 97, Calumet, Michigan

NOTICE
WELLS TOWNSHIP

Nominating petitions for Township Officers, Supervisor, Clerk, Treasurer, and Trustee accepted at my office at noon and evening to and including July 21st, 4:00 P. M. 1964. Petition forms available upon request.

Alfred P. Groos
Wells Township
Clerk

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ESCANABA DAILY PRESS

Established March 19, 1909
FRANK J. RUSSELL, Publisher
RALPH S. KAZIATECK, Manager JEAN WORTH, Editor

100 Years Later

Abraham Lincoln was President and the Civil War was grinding toward a bloody close with Grant beginning the bludgeoning that was to bleed the Confederacy to death.

There were water-powered sawmills operating in the Upper Peninsula of Michigan and the first steam sawmills had been built. Oxen still were preferred to horses for woods work.

There had been copper mining on Keweenaw and iron mining on the Marquette Range since the 1840s. The first lock at the Sault had run its first Lake Superior water through and the first ships on it in 1855.

* * *

The year was 1864 and the Upper Peninsula was awakening to development and settlement. It needed overland transportation to replace the canoe traffic which had served the Indians' simple needs on the rivers and inland lakes and along the shores of the Great Lakes.

The mail moved on sand roads. Many of them had been Indian trails. When the commodity to be moved was heavy iron ore there had to be some system of carriage more efficient than a tote wagon on a sand road. The first ore was moved in the winter to Lake Superior when sleigh haul was easier than summer's wheel traffic.

* * *

A plank road was built from the Marquette Range to Lake Superior in 1855 and mules made round trips of 30 miles a day on it hauling ore to lakeside. The road was used only two years and was abandoned in 1857 when the Iron Mountain Railroad was built parallel to it for steam train operation to move the ore to lake vessels.

In 1863 the Peninsula Rail Road Co. started construction of a railroad from Negaunee to Escanaba. It was operating the next year, moving ore to sailing vessels at Escanaba and the historic traffic which is celebrated centennially today was born. The Chicago & North Western Railway Co. owned the Peninsula Rail Road Co., and shortly it operated the Negaunee to Escanaba line under its own flag. In 1872 its tracklaying from the south through Wisconsin and the Upper Peninsula reached Escanaba and the system then extended from Chicago to Lake Superior.

In the 8 years between completion of the line from the north to Escanaba and the line from the south to Escanaba, the North Western operated a fleet of lake vessels between Green Bay, Wis., and Escanaba offering freight and passenger service.

* * *

The rapid development of the mid-Upper Peninsula under the stimulation of railroad service was dramatic. It has been only 100 years since the first ore moved down to lakeside in Escanaba and in that period the timber of the area has been harvested and reharvested, many mines have been created, farms have been cleared, communities born. In the 230 years after the coming of the first white man to Escanaba and the building of the first railroad almost nothing happened.

The railroad brought so much development that it created traffic for the highways and they became a competitor of the steel rails. Facing a second century, Escanaba finds the railroad indispensable to its economy and the source of much of its income.

* * *

The new era of iron mining in the Upper Peninsula brings a new era of rail transportation and helps maintain a transportation service vital to the second century of the Peninsula's wood harvest.

The North Western Railway built Escanaba. It was the greatest influence in the creation of the community. Its ore docks gave the area the reason for a community and the line has continued to support it. It is unusual for an industry to last 100 years. No mine has lasted that long in the area; no sawmill.

Escanaba is moving ore in large volume through its port despite lesser production from the sources it serves. This is a matter of logistics and of the North Western's enterprise. Escanaba can be thankful for both, but geography isn't responsive to praise while railroads are run by humans who can be impressed with the sincerety of the "Thank You" which the City of Escanaba expresses today to the Chicago & North Western Railway.

Finding The Way

Thought For The Dark Hours

By RALPE W. LOEW, D. D.

In a fascinating article concerning his insomniac tendencies, a brilliant American anthropologist pointed out a familiar perversity. "It is true," writes Loren Eiseley "that as an educational administrator I can occasionally be caught nodding in lengthy committee meetings, but so, I have observed, can men who come from sound nights on their pillows. Strangely I, who frequently grow round-eyed as an owl at the stroke of midnight, find it pleasant to nap in daylight among friends." Well, many of us have had that experience! It's a perverse business.

But there are others. There is the problem of the conversation or the debate when you seemed suddenly to be tongue-tied. It was a strange condition, for at home you could speak. Then, in the silent darkness of your own privacy, you could experience:

Oh how I regret in the night,
With a pain that will never abate
That brilliantly crushing remark,
I thought of five minutes too late.

The writer of the letter to the Romans knew perversity. He talked of a great faith and enormous ambitions for righteousness. Yet even this saint could confess, "For the good that I would, I do not; but the evil which I would not, that I do." It's a paradoxical business.

We are a complicated people and a part of the escape from the dilemma is in the possibility of redeeming the problem. Eiseley tells of redeeming his sleeplessness. "At night one has to sustain reality without help. One has to hear lest hearing be lost, see lest sight not return to follow moonbeams across the floor, touch lest the sense of objects vanish. Oh, sleeping, soundlessly sleeping ones, do you ever think who knits your universe together safely from one day's memory to the next? It is the insomniac, not the night policeman on his beat." It is a whimsical touch, but it has the note of transcending the problem.

Paul laid hold of this perversity in the human being, insisting that it was his companionship with sin that kept him from being what he knew he ought to be, thanking God for God's grace which can make it possible for man's perversity to be redeemed. Even this kind of a complicated fellow can delight in the law of God instead of serving his own selfishness.

● It is time of many perversities. ● We espouse freedom and deny many human rights. ● We proclaim the need of education and deny the budgets of the schools. ● We insist that religion is basic in the fabric of society, and then make it only a civic gesture.

Yet the insistence that transforms the insomniac, gives tongue to the silent and redeems the good man who sins —that patient, persistent grace can transform these other perversities if we begin to understand them. To recognize that they are not final is the first step.

The Convention Will Please Come to Order . . .



Washington Comment

By RAY CROMLEY

WASHINGTON — (NEA) — The appointment of the Gen. Maxwell Taylor-U. Alexis Johnson team to South Viet Nam signals the practical application of a new United States "total war" concept developed in Washington.

It was copied in part from the successful guerrilla tactics of Red China's Mao Tse-tung. In each province he attacked, Mao went into "battle" with teams of infantrymen, propagandists, political organizers, underground intelligence men, teachers and economists welded into a combined war force. According to the situation, sometimes one of these teams, sometimes another, would move in first. Essentially, they moved in together.

* * *

The concept is, in part, an expansion of the U. S. Army and Navy techniques of World War II, when propaganda and civil government teams operated with U. S. troops.

Under this new program, in a war such as that in South Viet Nam, the over-all "commander" is the ambassador. In this case it is Taylor, with Johnson as his deputy.

These two men will direct the local, total, U. S. effort, composed of military, economic, propaganda, intelligence and political advisory forces.

Local advisory task forces will be organized under this over-all command. Some of these will be commanded by military officers. In other areas depending on the mission, the advisory task forces will be led by civilians.

* * *

Mao's successes in China and Ho Chi Minh's victories against the French in North Viet Nam have proved to the State Department and the Pentagon that winning a province from the Viet Cong requires this balance of military power, psychologocila warfare, economic aid and political and governmental organization.

Each hinges on the others. The Vietnamese organization will be similar to the American.

Once an area is captured from the Viet Cong, elements of these advisory task forces will stay on to help build up good government, local defense forces, economic stability and local intelligence networks.

The South Vietnamese combined task force the American team is working with will bring a trained administartor, or teach locally elected administrators on the spot. It will set up schools, clinics, train a local militia. Most units will bring along a man to advise local farmers on agriculture.

* * *

According to the plan, essential elements of the American and South Vietnamese task forces will stay on until they are convinced their local area is able to carry on effectively by itself in defense, self-government, intelligence and economic development. Achieving this stability will normally take months or years.

This need to stay on was learned the hard way.

Even after "self-sufficiency" is reached, some personnel of the United States and Vietnamase task forces will remain in the region to help continuously with local self-improvement projects.

The object will be to induce the villagers to set such high goals for themselves that Communist propaganda will lose its attraction.

Memory Lane

By J. R. LOWELL

Ten Years Ago

The Delta County Tourist Council is establishing a "clearing house service" to assist tourists to find suitable accommodations in this area, it is announced by Clarence Morrow, tourist council president.

The Rev. Albert Borns has been installed as pastor of the Evangelical Covenant church at Gladstone.

Manistique's City Patrolman Lloyd Gray has received a gratifying pat on the back from Marquette State Police headquarters for bringing about the arrest of three badly wanted and heavily armed men in Manistique recently. A statewide hunt had been instituted for the bandits.

Twenty Years Ago

The hottest weather of the season is prevailing over most of the country at present. Upper Michigan is sweltering under 80 degree temperatures and it was 100 degrees in Detroit yesterday. This, it is feared, may curtail the vote in tomorrow's state-wide primaries.

The Manistique fire department had to work desperately to put out a fire at the Hancock sawmill yesterday. Children, playing with macthes, had started the fire in the sawdust pile and much shoveling had to be done to get at the root of the trouble as just a spark or two would start it all over again.

Though his old home is Iron Mountain, the current visit of "Klondyke Mike" Mahoney is of much interest here for he has many friends among old timers in Escanaba. Mike used to be very handy with his dukes and eventually gained a reputation as a heavyweight contender having bested Tommy Burns a former champion. He now lives in Ottawa, Canada and is the author of two published books.

Thirty Years Ago

Mr. and Mrs. Alex Dickson, of S. Ford River, pioneer residents of that community, will observe their golden wedding anniversary next Sunday.

Joseph P. Kell, 60, of Wilson and former sheriff of Menominee county, died today. He had been a resident of Wilson since early childhood.

Four Delta county young men who have served with the Civilian Conservation Corps, have been given awards of merit for the work they have done on Mackinac Island State Park. They are Jack P. Emilkovic, Escanaba, Ray G. Manning, Gladstone, Ellis Anderson, Iron Mountain and Dell P. Fish, Gladstone.

Harding's Love Letters Found

NEW YORK (AP)—A packet of more than 250 love letters written by Warren G. Harding to the wife of a department store owner has been found in Marion, Ohio, the late president's home town, the New York Times said today.

The story said that Francis Russell, a historian who has read the letters, said they are the first documentary evidence in support of the repeated assertions that Harding — while married—had affairs with at least two women.

The story also said in part:

The letters were written to Mrs. James Phillips of Marion between 1909 and 1920, beginning when Harding was 44 years old. One of them suggests that Mrs. Phillips asked Harding for money as the price for remaining silent after his nomination for president in 1920.

Book Recalled

Russell said in an interview Thursday that "internal evidence" in the Phillips' letters gives credence to charges made by Nan Britton in a book she published in 1927. The book, called "The President's Daughter," has been the subject of dispute since its publication.

Miss Britton said she had been Harding's mistress for almost a decade before his death on Aug. 2, 1923, and that she gave birth to his daughter, named Elizabeth Ann, in Asbury Park, N.J., on Oct. 22, 1919.

When challenged, however, she could not produce any letters from Harding. In her book she wrote: "Through mutual recognition of the trouble we might cause each other and the unhappiness that might befall, we early decided to destroy all love letters."

Russell came upon the Phillips' letters while working on a new biography of Harding. Since then, an effort has been begun to have the letters donated to the Library of Congress or some other institution and sealed for 50 years.

Some 35 To 40 Pages

Many of the letters were written on the stationery of the U.S Senate, in which Harding served before becoming president, or on postcards bearing his picture. They were signed "Warren" or Warren G. Harding" or with the code name "Constant."

Mrs. Phillips, whose husband operated the Uhler-Phillips Department Store in Marion, died in 1960. After many years as a recluse, she passed her last days in an institution for the aged maintained by public welfare.

Donald Williamson, a Marion lawyer who had been appointed her guardian, found the letters in a locked closet in the large house that had been Mrs. Phillips' last home. She had lived there with six dogs.

The letters — jumbled and slightly discolored but otherwise in good condition—were in a large cardboard shoebox. Some of them were brief. Others ran to 35 to 40 pages.

Missile Sites Of U. S. Set For Action In Europe

WIESBADEN, Germany (AP) —The U.S. Air Force says its first steel-reinforced concrete missile sites are now operational at undisclosed sites in Central Europe.

The new hardened sites provide enhanced protection for the recently introduced mace "B" missile, the Air Force's European headquarters said Thursday.

The surface to surface missile, which can be fired by a seven-man crew, has a range of 1,200 miles for either nuclear or conventional warheads.

The Escanaba Daily Press has 95 per cent coverage in the City of Escanaba, 94 per cent in the City of Gladstone, 90 per cent in the City of Manistique and 83 per cent throughout Delta County. The Daily Press is a welcome visitor in 10,400 homes daily in a five-county Central Upper Peninsula area. Smart advertisers use the Escanaba Daily Press.

State Briefs

ANN ARBOR (AP) — Three faculty members of the University of Michigan School of Education have been awarded a $45,000 grant to continue research study on the "relationship between socio-economic development and educational requirements in a technically underdeveloped society — Soviet Uzbekistan." The grant is from the U.S. Office of Health, Education and Welfare.

DETROIT (AP) — Sister Dennis Maureen Wingle, O.P., a teacher at St. Basil School in East Detroit, died in a hospital here Thursday. She had been principal of SS. Mary and Joseph School in Iron Mountain and St. Gregory School in Newberry. Services will be Monday at Adrian.

ANN ARBOR (AP) — Room and board rates in University of Michigan residence halls will be increased $34 next year, the university announced Friday. It said the boost will bring rates for a double room to $900.

TRAVERSE CITY (AP) — Michigan's new Cherry Queen is Elaine Sanford, 21, of Hart, a graduate of Michigan State University.

MOUNT CLEMENS (AP) — A motorist found dead Thursday in a ditch in nearby Shelby Township has been identified as Frank F. Beall, 47, of Washington. Macomb County sheriff's deputies said Beall, vice president of Aristo Corp. of Detroit, apparently was thrown into the ditch after his car struck a bridge.

LANSING (AP) — The State Highway Department has announced it will hold a public hearing at Three Rivers July 30 to explain details of a proposal to widen and modernize M 60 in the community. Cost of the expansion project, expected to be started this fall, is estimated at $200,000.

Finding A Job Hard This Year

By SAM DAWSON
AP Business News Analyst

NEW YORK (AP)—Finding a job is tougher this summer. That's so despite a gain in the number of jobs. A record of nearly 72 million Americans are at work.

The job scramble is rough because there are more students looking for them. There are always a lot when school lets out. This year there are more.

But beyond that, there are more adults entering the labor force just now. This happens whenever times are good and the number of jobs expands. That pulls a lot of off-and-on workers into the labor force. Since they usually have skills from earlier periods of employment, they are likely to get the jobs at the expense of the newcomers without experience.

The population growth by itself, and its specific manifestation of more students looking for summer work, would have pulled about 1.2 million more people into the labor force this summer than last. The Labor Department says that this time the force increased by 1.5 million over last year to a total of 79.4 million.

It reports that while employment went up by about 850,000 in June as outdoor jobs and recreational work opened up, unemployment advanced by 1.1 million.

The economy is running fast, but not fast enough in the job sector to hold even with the demand.

Some 800,000 of the unemployed are teen-agers, or 15 per cent of the youngsters looking for work.

The Labor Department indites that high school graduates had better luck this year in finding jobs than did college graduates.

Disturbing to the department was the rise in unemployment among adult men. The teen-age problem was expected. Washington had hoped that the older men were in for better days.

The rate of unemployment among all men over 20 rose to 4 per cent of the labor force, compared with 3.6 per cent in May. The rise among adult women was only to 5.1 per cent from 5 per cent.

When the rate of unemployment for all ages dropped in May to 5.1 per cent, many had hoped that the long struggle to bring this down by an increase in economic growth was at last bearing fruit. In June the rate was 5.3 per cent. The June rise in unemployment of 1.1 million brought the total to 4.7 million.

The long struggle to get the jobless rate down to around 4 per cent of the labor force still is a tough one. The number of jobs increases. But those who want to fill them increase even faster.

BARBS

By HAL COCHRAN

Letting their youngsters run loose in somebody else's house is an easy way for parents to get themselves talked about.

* * *

When you're inside looking out it seems that mosquitoes land on a screen just to let you know they're waiting for you.

* * *



If you want to turn a flop into a success learn acrobatics.

* * *

The Kentucky mountaineer who credited living 90 years to "just settin'" maybe had a real STILL life.

Ann Landers

Mama Can Do That Dance Solo

Dear Ann Landers: I am 13 years old with a real horrible problem. If you can solve it you are a genius.

My mother begged me to start tap dancing lessons about eight months ago. I didn't want to. She said dancing lessons would help me get poise. She also promised that if I'd take lessons, she would too, and we'd practice together. It sounded like fun so I said OK.

Two weeks ago the dancing instructor assigned routines for the yearly recital. She made up a number for my mother and me to do together—in matching costumes. I thought for sure mother would refuse but to my shock she is very excited about it. All of a sudden she thinks she is Eleanor Powell.

I'd rather die than do a dance number in public with my mother. Please help me, Ann Landers, I can't talk her out of it.—NO SHOW GIRL

Dear Girl: Don't try to talk her out of it. Simply tell her that you refuse to be a party to something which is bound to make the whole family look ridiculous. Let her know that if she wants to do a solo it is all right with you.

* * *

Dear Ann Landers: Is it possible to see too much of the husband you love?

My husband is a certified public accountant. When he went in business for himself two years ago we decided to have the back porch closed in and made into an office. It would save him office rent and make part of our home expenses deductable.

This worked out fine for about six months, and then he began to get on my nerves. He wants me to wait on him all day long. When he has a client I have to serve them cotfee or cold drinks, or lunch. He is always after me to do a little filing, a little typing and a litttle telephoning. If he misplaces some papers I have to drop everything and go hunt for them.

Now that he can afford an office downtown I want him to have one. Am I being selfish as he says?—AROUND THE CLOCK DUTY

Dear Duty: Your husband is selfish to expect you to be on call 24 hours a day. He's asking you to be a housekeeper, wife, mother, short-order cook, typist, filing clerk and telephone operator—and it's too much. Some men **must** conduct their businesses from home but a C. P. A. should not be operating from a back porch if he can afford a downtown office.

* * *

Dear Ann Landers: I'm a woman executive (over 30) and considered interesting looking, competent and the independent type. I've let a few good marital prospects get away but frankly, the number of men who have dropped me first is about three to one.

The man I'm going with now is attractive, moderately successful, has excellent character and wants to marry me. Two problems: One, he talks constantly during movies, plays and concerts. It drives me crazy. Two, he is considerably younger than I am.

Please don't tell me to make this decision by myself. If I could decide by myself I wouldn't be writing to you.—GEMINI

Dear Gem: People who have a habit of talking during performances can be silenced with a couple of sentences, so this is no big deal.

The real hooker is how MUCH younger is the man? Your omission of the vital statistic suggests there is quite a gap, and that this is the reason you can't decide. What are the facts, Lady?

If excessive drinking is wrecking your health or destroying someone you love, send for ANN LANDERS' booklet, "Help For The Alcoholic," enclosing with your request 20c in coin and a long, self-addressed, stamped envelope.

Ann Landers will be glad to help you with your problems. Send them to her in care of this newspaper enclosing a stamped, self-addressed envelope.

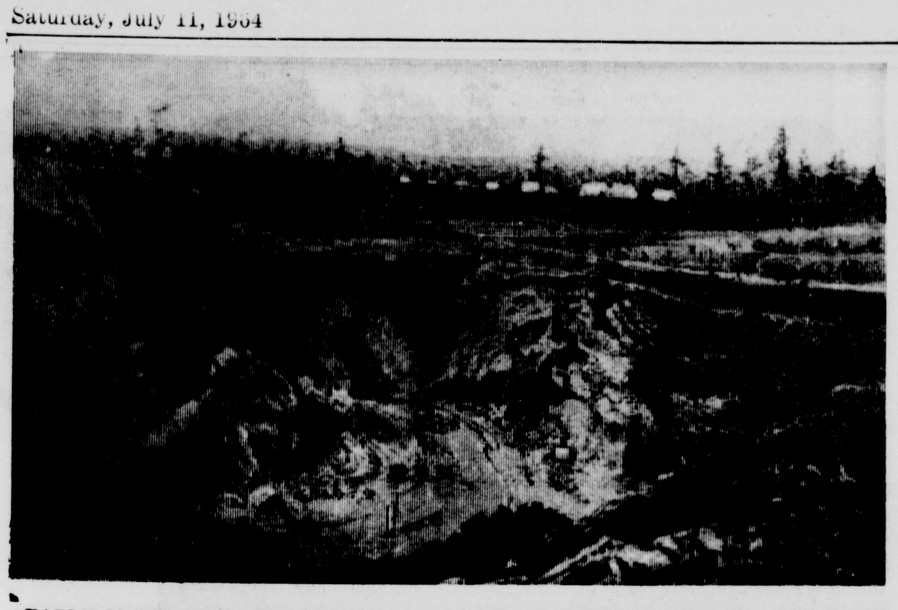
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NOTICE TO POSTMASTER
Please send notification regarding undeliverable papers to the Escanaba Daily Press

They'll Do It Every Time — By Jimmy Hatlo





EARLY MINES on the Marquette range were open pit at first and later went underground to considerable depths in following the vein of iron. This mine was near Negaunee.

One Does More Than All But

North Western Has Had 6 Ore Docks In Escanaba

There has been an ore dock in Escanaba since people stopped calling the place Sand Point. The loading of iron ore was an industry which, with lumbering, built the city.

The first dock was built by the Chicago & North Western Railway in a project of its auxiliary, the Peninsula Rail Road, in 1863. The first dock was rebuilt when there were developments in iron ore shipping. The capacity of the dock pockets was increased by raising the height of the dock and steel chutes were substituted for the wooden chutes that funneled the first ore into sailing vessels.

The North Western had as many as six ore docks and the Milwaukee Road, which pooled its ore hauling operations in the U. P., with the North Western in 1937, had two before the pool.

Order Of Docks

The North Western dock which became known at No. 1 was not the original North Western dock here. The line's ore shipping started in 1864 and No. 1 was built in 1873 and rebuilt in 1890.

Dock No. 2, the original dock, was built in 1863 and rebuilt in 1881.

Dock No. 3 was built in 1879 and rebuilt in 1896.

Dock No. 4 was built in 1887; burned in 1897 and was rebuilt in 1898.

Dock No. 5 was built in 1891, rebuilt in 1909.

Dock No. 6, the present dock, was built in 1902 and was rebuilt in 1924-25.

The Peninsula Rail Road Co., was organized in 1862 and work on its rail line from Negaunee to Escanaba started in 1863. Ore was shipped over the line starting in 1864 and loaded into sailing vessels from what became known as the No. 2 dock, which was actually the first dock built. It became known as No. 2 dock because it was built farther from Sand Point than No. 1.

Dock No. 2 in 1873 was labeled "The longest wooden ore dock in the United States."

Pillings Remain

Today only old pilings remain to mark the locations of the old docks. The grades of their rail approaches are a landmark in Escanaba's beach area along Little Bay yde Noc.

In 1897 No. 4 dock was set afire by the burning ore carrier Nahant and was destroyed by the fire with the loss of four lives. The Nahant, pulled from the side of the dock, drifted to Sand Point and sank there in a place now marked by a buoy. Her hulk is clearly visible beneath the water from the air.

After No. 4 dock was rebuilt, fire struck again in 1924, destroying the dock a second time, along with No. 3 dock. The Reiss Coal Co., dock was also burned.

Fire Destroys Dock

The fire started in the center of No. 3 dock and appeared to be under control after a half hour of work by fire crews when it suddenly roared out of control. George Ingram and Sherman Serre were attempting to drag a fire hose to the end of the dock and they were cut off by the flames. Serre plunged 80 feet into the water and Ingram was attempting to escape down a rope and fell into the fire.

At Negaunee the Peninsula Railroad had a junction with the Marquette, Houghton & Ontonagon Railway, which became a part of the Duluth, South Shore & Atlantic Railway, while the Peninsula itself was incorporated into the North Western, which owned it.

Before the North Western built its rails from the south to connect at Escanaba in 1872 with the Escanaba-Negaunee line, three steamers maintained passenger service between Escanaba and Fort Howard (Green Bay), Wis. They were the Sarah Van Epps, named for the wife of Charles T. Harvey, who was president of the Lake Superior Forwarding Co., and inventor of the pocket ore dock, the Saginaw and the George L. Dunlap.

Two Near Point

The first two ore docks were adjacent to Sand Point and served the ore trade from 1864 to 1888. The four docks to the north were built in the period 1879-1902.

Docks Nos. 5 and 6 were the last pair worked and since 1957 only No. 6 has been worked and it is now handling as much ore as all the other docks used to. No. 5 was razed in 1960.

In 1942 the Army Corps of Engineers gave Merrit-Chapman & Scott Corp., a contract for design and partial construction of two new ore docks and allied railroad ore yards to handle an ultimate volume of 32 million tons of ore a year, with allowance for possible future expansion to a maximum of 60 million tons per year.

The Escanaba By-Pass Project was built as a war emergency measure to have available within 60 days a suitable by-pass for movement of iron ore from the Lake Superior region should bombing make the Soo Locks inoperable.

Construction started in 1942 and was compelted in 1943 with two wooden docks built at the north end of the harbor and rail yard provided to accommodate 20 million tons a year over the new docks and 12 million tons over the Chicago & North Western's docks.

The Defense Plant Corp., salvaged all usable materials after the war and the War Assets Administration turned it over to the City of Escanaba.

CONGRATULATIONS

To The

Chicago & North Western

On Their

100th ANNIVERSARY

Of Iron Ore Shipping

It is always nice to acclaim any industry, especially when they are celebrating a century of business . . . but in this case, we are even happier because the C&NW is using the first 100 years as just a stepping stone to the big things ahead.

Gallagher Marine

Escanaba

Ten Years To See Big Change In Ore Carrier

By HARRY BENFORD
Professor of
Naval Architecture
University of Michigan
(Prepared for the
Escanaba Daily Press)

Anyone who is willing to publish his predictions of the future should combine brashness with discretion. Which means he should predict conditions so far in the future that no one will recall his words when the appointed day arrives. With this cowardly principle in mind, let us look at what the new ore carriers of 1974 will be like.

In common with any other commercial ship, the Great Lakes ore freighter is a capital investment that earns its returns as an instrument of transport. Economic competition will, therefore, force many changes in the design and operation of our lakes fleet. The changes must inevitably be in the direction of increased transport efficiency; and it is on this basis that I make my predictions.

First of all, discouraging though it may seem, we shall see fewer Great Lakes ore carriers. This is because we shall be forced to find ways of doing the same work with fewer units. The new ships will be bigger and will operate over a longer season.

Whereas the largest vessel on the lakes today may carry one million tons of ore in a season, the new ships may carry three. This jump in productivity could be achieved almost tomorrow by building the 1,000 foot ship allowed by the new Soo lock and operating it over an 11-month season.

Admittedly no shipyard on the lakes today has the capacity to build such a monster. Furthermore, we may not yet have the complete ice-breaking technology for an 11-month season. Nevertheless, I predict that these things will come within the next 10 years.

If your son wants to be a sailor, let him take heed. There will not only be fewer ships, but fewer crew members on each. On the other hand, living and working conditions will be better. Accommodations will be air conditioned and comfortable in every respect.

There will be few drudgery jobs because the ships will be designed for minimum maintenance; and greater reliance will be placed on port crews and repair yards for keeping the ship in condition. Line handling at locks and piers will be done by shore crews, while frozen, pre-cooked meals will ease the work of the galley crews.

Moreover, your son may find it easier to marry the right girl if we adopt the manning system of the rivers, where alternate crews operate a vessel for 30-day periods. The men work half again more hours per day while they're aboard, but they are given a day ashore at full pay for each day worked.

Under the conditions outlined, there seems no real reason why a ship could not be safely and efficiently run with only ten men aboard. In short, there may be fewer shipboard jobs in the future, but they'll be a lot more desirable, so the competition will be keen. But the demand for technically trained seamen will be higher than ever.

The general appearances of our future ship will change. The pilot house in the bow will no longer be the universal profile. Instead, navigation and control will be centered in an elevated tower near the stern. This will afford a better overall view of the ship and reduce the cost of installing piping and wiring over the 1,000 foot length.

The steam machinery, which now predominates on the lakes, may well give way to either diesel engines or gas turbines. The ease of automating these newer types makes them more than ever tempting to the economy-minded shipowner.

Let me predict what the ore carrier of the future will not be. It will not be fast, nor will it be nuclear powered. High speed is basically uneconomic in a ship and is a luxury accorded only passenger ships or those carrying expensive cargoes. Nuclear marine power requires too great an initial investment for the future savings it promises in fuel costs.

Finally, the 1974 ore carrier will be neither a hydrofoil craft nor an air cushion vehicle. Neither of these modes of transport has much lifting capacity, so both are totally unfit for the movement of bulk commodities such as iron ore.

These are my predictions. The future Great Lakes ore carrier will be bigger, but not much faster than those we have today. It will be manned by as few as 10 men, but they will be more highly trained, and will work only every other month. The ship will be designed to operate during most of the year, and accommodations and controls will be centralized in the stern.

Steam will gradually give way to diesel or gas turbine propulsion. The overall result will be a ship that can move iron ore down the lakes at a greatly reduced cost per ton-mile and thereby increase the demand for ore from the Lake Superior region.

Schleisinger's Dream Is Asset Of North Western

Part of the present rail system by which the Chicago & North Western Railway moves iron ore from the Menominee Range to Escanaba was once known as the Schlesinger Line and it still is known by that name to railroaders.

From Antoine, near Iron Mountain, the ore trains move to Escanaba over the Schlesinger Line, named for a Milwaukee promoter named Ferdinand Schlesinger.

His Schlesinger Line, originally incorporated in 1880 as the Escanaba, Iron Mountain and Western Railroad, was absorbed by the North Western in 1947. It has a total of 50 miles of main line and three miles of side tracks in Delta, Menominee and Dickinson counties.

It is used by the North Western to move loaded ore trains between Escanaba and Lake Antoine.

Schlesinger visioned the creation of a huge iron industry. He planned a fully-integrated company with its own mines, railroads, docks, furnaces and sales outlets. He was interested in the Chapin Mine at Iron Mountain, the Newport at Ironwood and the Mayville blast furnace at Mayville, Wis. He became bankroupt before he could complete his docks at Escanaba and his railroad became a segment of the North Western. It's downhill from Antoine to Escanaba "except for Sumach Hill," say railroaders

Long trains with heavy loads of iron ore roll down the Schelesinger Line to the Escanaba dock. And long strings of empty ore cars are moved westward to the iron ranges over the North Western's older line via Powers.

Mining Dates To Early Time Along Lake Superior

Mineral explorations along the south shore of Lake Superior began at a very early date — but most early iron mining was developed by companies that had been formed to explore for other minerals. Gold, copper and silver were most sought.

Earliest existence of copper was made known to the world as long ago as 1636 in a book published by LaGarde in Paris. Subsequent portions of the Jesuit Relations mention finding the metal.

Fr. Claude Allouez reports a boulder of copper on the shore of Lake Superior and of finding pieces of copper weighing from 10 to 20 pounds. The Indians esteemed these highly, he wrote.

Capt. Jonathan Carver visited Lake Superior in 1765 and returned to England with accounts of copper so abundant that a British company was formed to mine copper at the Ontonagon in 1771. Alexander Henry opened and closed the mining venture in 1772.

Henry said "the country must be cultivated and peopled before the copper can be profitably mined."

The federal government took over operation of railroads on Dec. 28, 1917 and were returned to private management on March 1, 1920. By this time the national rail system dropped to 253,000 miles.

In 1914 an increase in rail traffic was brought on by World War I.

Industrial Leadership Is Precious Wherever We Find It.

To A Pioneer Industry, The Chicago & North Western Railway...

Congratulations

On Your

Ore Centennial

From A New Industry

AMERICAN TIMBER HOMES

Escanaba

Pat Hayes...



Welcomes

All The

Friends And Officials Of The

Chicago & North Western Railway

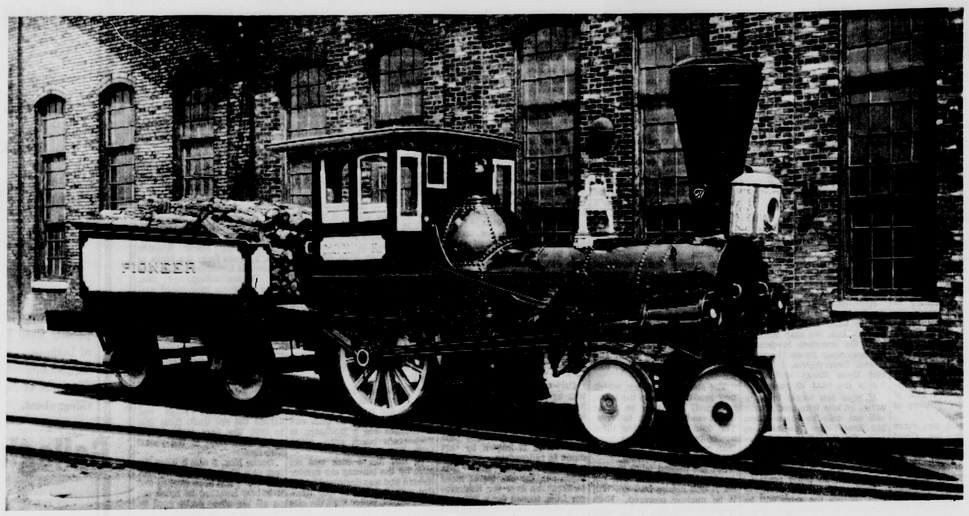
During The Celebration Of Their

100th ANNIVERSARY

Of Ore Shipping From Escanaba

The HOUSE OF LUDINGTON

100 YEARS YOUNG! 1864--1964





The Citizens Of Escanaba Congratulate

THE CHICAGO AND NORTH WESTERN RAILWAY

ON THIS IMPORTANT ORE SHIPPING CENTENNIAL!

The following Escanaba businessmen wish you continued success during your next 100 years!

GAMBLE STORES
MONTGOMERY WARD & CO.
J. C. PENNEY INC.
F. W. WOOLWORTH CO.
WEST END DRUG STORE
De GRAND OIL CO.
LUDINGTON MOTORS
HAKES SEWER SERVICE
MOERSCH & DEGNAN
OFFICE SERVICE CO.
ANTHONY & CO.
EDWARDS AUTO BODY
NORTHERN MOTOR REBUILDERS
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JOHNSTON PRINTING & OFFSET
STONE HOUSE
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BERO MOTORS
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ESCANABA CONCRETE CORP.
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GENE'S REFRIGERATION & ELECTRIC SERVICE CO.
JOHN A. O'BRIEN – CROWN LIFE INSURANCE CO.
ALFRED BRANDT CONSTRUCTION CO.
AMMEL DISTRIBUTING CO.
OLSON TRANSPORTATIN CO.
GEHRINGER HEATING SERVICE
BRITON W. HALL INSURANCE AGENCY
GEO. O'CONNELL PHILLIPS "66" SERVICE
ESCANABA STEAM LAUNDRY & DRY CLEANERS
O. K. AUTO SUPPLY CO. INC.
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RIVERSIDE AUTO SALES
THE DELLS SUPPER CLUB
ESCANABA AREA CREDIT UNIONS
ADVANCED ELECTRIC
BAY DE NOC CO-OP. CO.
THEISEN-CLEMENS OIL CO.
NORTHLAND STORES–Delta County
BANCROFT DAIRY

OUR SALUTE

goes to you, Chicago and North Western Railway, for your 100 years of ore shipping from our Escanaba port!

You have been and are directly responsible for boosting our economy through your continued faith in Escanaba and the ore industry of the Upper Peninsula.

Time Changes . . . Just as equipment does . . . and as you open the door to another 100 years of progress, our sincere best wishes for continued success and prosperity remain the same.

Women's Activities



Mrs. Ronald Houle (Ridings Photo)

Porath-Houle Bridal Rites At St. Anne's

At home at 311 N. 12th St., Escanaba, are Mr. and Mrs. Ronald Houle, whose marriage took place Saturday, June 27 at high noon at St. Anne's Church with Father William Richards performing the double ring ceremony.

The bride, the former Carol Porath, is a daughter of Mr. and Mrs. Ernest Porath, Bark River Rte. 2. Mr. and Mrs. Al Houle, 314 S. 8th St., Escanaba, are the bridegroom's parents.

The reception for 500 guests from Chicago, Phoenix, Ariz., Chelsea, Flint, Munising and points in California and Mississippi, as well as neighboring communities, was held at Potvin's Fireside Room.

Mary Zippia was honor attendant for her cousin and Kitty Flynn, a cousin of the bridegroom, was bridesmaid. Best man was Richard Houle, a brother. Dan Flynn served as groomsman and Tim Flynn and Jim LaFelu ushered.

The bride wore a gown of white chantilace with floor length skirt extending into a chapel train. Sequin trimmed lace trimmed the scalloped neckline and bodice. A Swedish crown with seed pearl detail held her elbow length illusion veil. A white orchid centered her cascading bouquet of white carnations with ivy foliage.

Her aides wore dresses of apricot organza and taffeta with bell shaped skirts and carried white and apricot carnations.

Mrs. Porath chose a pink scroll embroidered nylon organza sheath with transparent cover coat, pink accessories and a corsage of white mums and pink rosebuds. Mrs. Houle wore white accessories and a corsage of white mums with her dress of pale aqua sheer acetate and nylon lace.

The bride is a 1961 graduate of Bark River-Harris High School. Mr. Houle was graduated from Escanaba High School the same year.

The rehearsal dinner was given by the bridegroom's cousins, Mr. and Mrs. Jay LaFleur of Gladstone.

Births

YOUNG—Mr. and Mrs. Walter Young of Milwaukee are the parents of a daughter, Lisa Marie, born June 5, in St. Mary's Hospital, Milwaukee, weighing 8 pounds, 9 ounces. The mother is the former Elsie Kivi of Cornell.

Garden Board Of Education Names Officers

GARDEN — The Garden board of education reelected Richard Hermes, president; Mrs. Earl Cota, secretary, and Mrs. Carl Bishop, treasurer, at a meeting held recently at the school.

Three new teachers were approved for employment for the coming year. Robert Hill of Negaunee will teach Industrial Arts, Mrs. Robert Hill, the 6th and 7th grades, and Duwayne J. Hosking of Kingsford, commercial subjects. David Harju signed a contract as superintendent and Mrs. LeRoy Winter signed a contract for part time teaching in the Home Economics Department.

Approval was given by the board for the purchase of new textbooks, new typewriters and tables. A room in the Butler building has been readied for the completely new commercial department. A station wagon for driver training has been ordered instead of the usual four door sedan.

The local board joined the Michigan Association of School Boards and each member will receive a copy of the Michigan School Board Journal.

A meeting to discuss consolidation with members of the school boards of Fairbanks, Nahma and Cooks was planned for the last week in July at the Garden School.

Country Club Plans Annual Dinner Dance

"Candlelight and Roses" will be the theme of the midsummer dinner dance to be held at the Escanaba Country Club Saturday, July 18.

A gala evening is being planned by co-chairmen Mr. and Mrs. Norman Arntzen and Dr. and Mrs. M. H. Garrard Jr. and their committee which includes Mr. and Mrs. Dexter Babcock, Mr. and Mrs. Jim Hall, Mr. and Mrs. John Partridge, Mr. and Mrs. Harry Hogan, Dr. and Mrs. N. L. Lindquist and Mr. and Mrs. Clinton Cass.

The social hour from 6 to 7:30 will be followed by a dinner of prime ribs of beef. Culty Johnson and his orchestra will provide music for dancing.

Guest prizes will be awarded.

The deadline for reservations is Wednesday noon, July 15. Reservations may be made by calling Mrs. Arntzen, ST6-0551, Mrs. Hall, ST6-0764, or the club house.

Members are urged to invite guests to this party, the highlight of the summer season.

Social-Club

Country Club

Regular Bridge League luncheon will be held at the Escanaba Country Club at 1 p. m. Wednesday, July 15. League players unable to attend should invite substitutes.

★ ★ ★

Rebekah Gift

Mrs. John Wicklander, 946 Sheridan Road was recipient of the hand knitted sweater given away by Phoebe Rebekah Lodge at a meeting Thursday evening .

Party Held At Erdman Cottage

Mr. and Mrs. George Erdman and daughter Carolyn, entertained at their cottage at Garth Point, for Mr. and Mrs. Al Botch of Milwaukee, who were here for the 1919 class reunion, and for Mrs. Fred Neurohr, who is leaving for Brecksville, Ohio. Other guests were Mr. and Mrs. Dennis King, Joseph Richard and Mr. and Mrs. Birger Hellstrom.

Susan E. Conard Wed To Mr. Kleikamp Today

Susan Elizabeth Conard, daughter of Mrs. Gladys Conard, Hermansville, became the bride of Raymond Donald Kleikamp of Wilson, in a double ring ceremony performed at 11 a. m. today by Father Patrick Frankard at St. Mary's Catholic Church, Hermansville. Yellow and white bouquets decorated the altar.

St. Mary's Choir sang Jubilee Mass and Regina Coeli by William Marsh and Mrs. John St. Juliana Jr., the offertory solo, Arcadelt's "Ave Marie." Mrs. Frank Rodman was organist.

The bride, escorted down the white carpeted aisle by her grandfather, who gave her in marriage, wore a gown of silk organza over taffeta, trimmed with lace applique embroidered with seed pearls and sequins. The empire style bodice had a scoop neckline and long sleeves. The skirt, flared in princess style, with a detachable chapel train, was decorated with flat self bows. Her illusion veil was caught to a crown of pearls and sequins. She carried a cascade of all red baby roses.

Margarette Poquette, honor attendant for her cousin, was attired in a yellow taffeta gown with scoop neckline and flowing train. Self bows detailed the bodice and sleeves. Her bridesmaids another cousin, Marcia Despins of Iron Mountain, and Merrily Lacasse, were in like ensembles of apricot. They carried baskets filled with yellow baby roses and white carnations.

Richard Kleikamp was best man for his brother. Groomsmen were Carl Steimberg and James Fezatte of Milwaukee. The guests were seated by Louis Conrad, the bride's godfather and Richard Schiesser, a cousin of the bridegroom.

Completing the bridal party were the flower girl, Wendy Fazer and ring bearer, Thomas Conard of Green Bay.

Assisting at the reception for 400 guests at Nadeau parish hall will be Celia LaMaide, Josephine St. Juliana, Janice Despins and Cynthia Conard.

Mrs. Conard will receive in a two piece beige lace suit with which she will wear orange accessories and a corsage of yellew roses and white carnations.

The couple will live in Wilson after a Mackinac Island honeymoon. The bride is a graduate of Hermansville High School and Business Institute, Milwaukee. Mr. Kleikamp is a Powers-Spalding High School graduate.



Mrs. James Michael Kennedy

Miss Vass Bride Of James Michael Kennedy

James Michael Kennedy claimed Mary Diane Vass as his bride in a 2 p.m. ceremony performed Saturday, July 4, by Dr. Fred Luchs at the First Congregational Church in Ann Arbor.

The bride is a daughter of Dan Vass, 400 Maynard, Ann Arbor. Parents of Hr. Kennedy are Mr. and Mrs. P. A. Kennedy, who lived at 1812 Lake Shore Drive, Escanaba, before they moved, just recently, to Ironwood.

The reception immediately following the service was held at the Ann Arbor Women's City Club.

The bride was attired in a Bianchi gown of snowflake white silk-faced peau. The bodice of heavy re-embroidered Alencon lace and tiny seed pearls, was designed with a shallow scoop neckline, elbow length sleeves and a tight midriff band of peau. The controlled bell skirt with flatness in front and fullness of the hipline, flowed into a very full Watteau train, at the top of which was a French rose with peau streamers. She wore boufant veiing of imported silk illusion, held in place by a tiny peau pillbox with lace crown and a silk rose trimming the center front. Her bouquet was white roses and ivy.

Maid of honor, Carole Daehler of Ann Arbor wore a Bianchi floor length gown of delicate yellow silk taffeta overlayed with silk organza. The right bodice had a shallow scoop neckline and cap sleeves. Scissor pleats over the hipline detailed the controlled bell skirt. A waistband and streamers of white French ribbon lace was the only trim. Her matching headpiece of organza circlets had a nose veil of maline. She carrid a colonial bouquet.

Bridesmaids, Lynne Kennedy, sister of the bridegroom, and Patricia Layton of Dexter were in identical ensembles.

David Siglin of Detroit was Mr. Kennedy's best man. The ushers were David Vass, brother of the bride, Patrick Kennedy, brother of the bridegroom, Howard Gandelot of Ann Arbor and James House of Grosse Pointe.

The newlyweds will reside at Fort Gordon, Ga., where the bridegroom, HowardCzi bridegroom is stationed with the U. S. Army.

The bride is a graduate of Ferry Hall School, Lake Forest, Ill., and the University of Michigan School of Nursing where she affiliated with Sigma Theta Tau, national nursing honorary. Mr. Kennedy was gradauted from Escanaba High School and received his degree from the University of Michigan School of Business Administration. His fraternity is Delta Chi.

Class Of '39 Reunion At Powers-Spalding

POWERS-SPALDING —The class of 1939 of Powers-Spalding High School held its 25-year reunion at the Legion Club Rooms Sunday, July 5.

The day's program opened with a tour of the school at 4:30 p.m., and an informal meeting at which plans were made for another reunion in five years.

The reunion dinner was served at 6:30 with the table centerpiece, a book shaped cake, approximately lettered in silver, and bouquets of blue and gold carnations. Arrangements were in charge of Mrs. Mary Fazette and Mrs. Napoleon LaBonte, Jr.

LeRoy Nelson was toastmaster and Esther Ann LaBelle Houtori presented humorous gifts to each class member.

Miss Mary Jane Girard, who now lives in Escanaba, was the only teacher who attended. She was a Powers-Spalding teacher and principal of the school many years and was known as every student's "true friend." Piano music by David Seybold was enjoyed during the program.

After a mix and meet, the classmates and guests were invited to the Gold Star Restaurant, owned and operated by Mr. and Mrs. LeRoy Nelson.

Attending were Mr. and Mrs. Edward Grau, California; Mr. and Mrs. Becker (Alice Wheeler) Manitowoc; Mr. and Mrs. Marra (Mae Paquette) Negaunee; Mr. and Mrs. Al Houtori (Esther Ann LaBelle) Carney; Mr. and Mrs. Leonard LaCoursier (Monica Janisezeski) Hermansville; Mr. and Mrs. Louis Folcik, California; Mr. and Mrs. Melvin Behrend, Powers; Mr. and Mrs. LeRoy Nelson, Powers; Mr. and Mrs. Joseph Vorin (Evelyn Gatien) Spalding; Mr. and Mrs. Raphael Duchaine, Milwaukee; Mr. and Mrs. Allen Williams, Chicago; Mrs. Elizabeth Nolde Meeks, Clarkville, Tenn.; Mr. and Mrs. Edward Decker, Detroit; Mr. and Mrs. Harold Wiemer (Betty Wilfong) Jackson, Mich.; Mr. and Mrs. Vernon Fazer, Great Lakes, Ill.

Those unable to attend were Mrs. Mary Lou Montpas Hutchinson, Detroit, Miss Margaret Coty, Milwaukee, Mrs. William Schoen (Marcella Perket) Perronville.

LeRoy Nelson conducted the memoriam for two deceased members.

On the reunion committee were LeRoy Nelson, Melvin Behrend, Mrs. Joseph Vorin, Mrs. Al Houtori, Mrs. Leonard LaCoursier.

Garden To Host History Picnic Sunday Afternoon

People of the Garden area will be host to the Delta County Historical Society at a picnic program to be held at the Garden School grounds Sunday afternoon. Members of the Scholcraft County Historical Society are also to attend.

Families with picnic lunches will gather at the schoolgrounds beginning at noon. Coffee will be served by the Garden Grange. The program is scheduled to start at 2 p. m.

Histories of the community's schools, churches, the township, the village, and of pioneer families have been prepared for the Historical Society's archives and will be presented in summary at the meeting.

St. George Will Mark Its Diamond Jubilee

BARK RIVER—Preparations are being completed for the official observance of the seventy-fifth anniversary of St. George Church Sunday July 19. The first church was built in 1888 and dedicated in July of 1889.

The first resident pastor was Rev. Fr. F. Sperlein assigned in 1894, and the rectory was built during his first year in Bark River. The church and rectory burned March 9, 1931, and the cornerstone of the present church was laid Nov. 8, 1931 with dedication on July 31, 1932.

Resident pastors who have served were the Reverends F. Sperlein, 1894-95; J. Burns, 1895-97; Paul Datien, 1897-98; Matthias Jodocy, 1898-1900; James Corcoran, 1900-05; William S. Stahl, 1905-17; W. William Geers, 1917-23; D. Joseph Breault, 1923-40; Neil M. Stehlin, 1940-52; Joseph J. Dunleavy since 1952.

Father Dunleavy, spiritual moderator of the Marquette Diocesan Council of Catholic Women and Officials of the Diocesan Matrimonial Court, was named Domestic Prelate with the title of Right Reverend Monsignor in 1959.

Mrs. Lloyd Olson and Mrs. Ellsworth Nault are co-chairmen of arrangements for the Diamond Jubilee. There will be Thanksgiving ceremony in the church at 3 p. m., which will be followed by a reception in the parish hall during which Bishop Noa will greet all members of the parish and guests.

Nahma

Tea and Tour

Mr. and Mrs. William Rogers and Mr. and Mrs. Dan Roddy will be among the guests on July 19 when the parents of the student nurses in psychiatric nursing at Newberry State Hospital will be entertained. They will be honored at a tea and with a tour of the hospital and its facilities. Mary Kay, the daughter of Mr. and Mrs. Rogers is nearing the completion of her training.

Janie Girard of Marquette is visiting with her grandparents, Mr. and Mrs. Harry DeRosier.

Mr. and Mrs. William Bonifas and family of Colorado Springs were recent guests of Mr. and Mrs. Frank Sefcik. Mrs. Bonifas is a niece of Mrs. Sefcik.

Mr. and Mrs. John Miezin and Joan and Jerry of Milwaukee spent several days recently at the home of the William Rogers.

Mr. and Mrs. Francis Lyons of Two Rivers are vacationing at the Harry DeRosier home.

Kirk Preti, the son of Mr. and Mrs. Joe Preti of Highwood, Ill., is visiting his grandparents, Mr. and Mrs. Frank Sefcik.

Mr. and Mrs. Allen Mercier, Mrs. Joe Sefcik and daughter, Joan, are in Warren, Mich. to attend the wedding of Barbara Sefcik that will take place today, Saturday, July 11. Barbara is the daughter of the William Sefciks, former residents of Nahma.

Miezin-Rogers Engagement Told

NAHMA — The engagement of their daughter, Joan, to A. F. 2C John Henry Rogers of Nahma has been announced by Mr. and Mrs. John Miezin of Milwaukee. Airman Rogers, who is stationed at the Clinton Sherman Air Force Base in Oklahoma, is the son of Mr. and Mrs. William Rogers. No wedding date has been set.

The New World's first sugar cane came west with Columbus on his second voyage.

City Churches

Christian Science Society—Sunday School at 9:30 a.m. Morning services at 11 a.m. Wednesday night services at 8. Reading room open Wednesday from 2 to 4.

Immanuel Lutheran Church (ACL) 600 S. 23rd St.—Services at 7:45, 9 and 10:40 a. m. Child care in the church nursery.—Gordon Thorpe, pastor.

St. Patrick's (Catholic) — Sunday Masses, 6, 8, 9:30 and 11:30 a.m. Novena Devotions Tuesday, 7:30 p.m. — Rt. Rev. Msgr. Martin B. Melican, pastor. Rev. Thomas Coleman, assistant. pastor.

St. Anthony's (Catholic) Wells — Masses each Sunday, 6-8:30--10:30 a. m. Confessions Saturday 3:30 to 5 and 7 to 8:30 p.m. Weekday Masses at 7:45 a.m. — Rev. Norbert A. Freiburger, pastor.

First United Presbyterian — 9:30 a. m. Morning Worship Service. Guest minister, Dr. Robert C. Worley, member of McCormick Theological Seminary faculty. Conrad D. Beck, baritone, guest soloist. Care for toddlers through first graders. Organist, Mrs. David Briggs Jr. Minister, D. Douglas Seleen.

Seventh-day Adventist — Services at Seventh-day Adventist Auditorium on 23rd St. Sabbath worship Saturday at 9:30 a.m. Sabbath School at 10:45 a. m. — John Erhard, pastor.

Salem Ev. Lutheran (Wisconsin Synod)—Divine Worship at 8 and 10 a. m.—Rev. John J. Wendland, pastor.

Assembly of God, 301 N. 15th St. — Sunday services, Sunday School at 10 a.m. Morning Worship at 11 a.m. C A. meeting, 6:30 p.m. Evangelistic service at 7:30 p.m. Prayer meeting Wednesday, 7:30 p.m. Thursday evening service at Hannahville Church — Joseph Blau, pastor.

Church Of Christ — 1501 1st Ave. S. Bible study at 10 a.m. Worship service at 11 a.m. and 7 p.m. Midweek services at homes, Wednesday, 7 p.m.

Calvary Baptist, U.S. 2 N.—9:45 a.m. Sunday School, 10:45 a. m. Morning worship, 7:30 p.m. Evening service. Midweek service Wednesday at 7 p.m.—Donald E. Wolf, pastor.

United Pentecostal — 1500 N. 19th St. Sunday School at 10 a.m. Morning Service at 11. Sunday evening Evangelical service at 7:30. Prayer and Bible study Tuesday at 7:30 p.m. Young People's service Thursday at 7:30 p.m. — Rev. A. F. Miller, pastor.
Meeting Sunday at 3 p. m.

Jehovah's Witnesses, Kingdom Hall, 1201 Sheridan Road — Bible study and discussion at 4:15 p.m. — Patrick Madden, presiding minister.

Central Methodist Church — Public worship at 9:30 and 11 a. m. Sermon by the minister. Edwin Olson, choir director. Mrs. Harriet Carlson, organist. —Rev. Robert Selberg, minister.

St. Joseph's (Catholic) — Everyday Mass at 7 and 8 a.m. Sunday Masses at 6, 8, 9:30 and 11:30 a.m. — Rev. Jordan Telles, OFM, pastor, Rev. Farrell Byers, OFM, assistant.

First Methodist Church — Worship service at 9:30 a. m. Nursery care for pre-school children. Sunday School classes through grade six during sermon. Mrs. Clovis Colvin, organist. J. Bruce Brown, minister.

Salvation Army — 10 a m. Sunday School. Holiness meeting at 11:00 a.m. Prayer meeting at 7:30 p.m. Salvation meeting at 7:30 p.m. — Captain Orville Butts, officer in charge.

Christ the King Lutheran — 13th Avenue North and 18th St. Service at 8 and 11 a.m. Sermon by the pastor. Duet at the second service by Mrs. Reuben Sjoquist and Mrs. Donald Hirn. Mrs. Carl Wedell, organist.—Rev. Erland Carlson, pastor.

St. Anne's (Catholic)—Sunday Masses at 7, 8, 9:30 and 11:30 a.m Confessions: 7 to 8 p.m. Evening Masses every Thursday and First Friday at 7:30. — Rev. Stephen Mayrand, pastor. Rev. William Richards, assistant pastor.

St. Stephen's Episcopal — 8 a.m. Holy Communion. 10 a.m. Family Service and Church School, ages 3 years and up. Holy Communion the first Sunday. Nursery for babies in the Guild Hall—Rev. Ben Helmer, rector.

Church of St. Thomas the Apostle (Catholic) — Sunday Masses at 6, 8, 9:30 and 11:30 a.m. Confessions daily before 12:30 by appointment. — Rev. Arnold E Thompson, pastor. Rev. Donald Shiroda, assistant pastor.

Ev. Covenant — Sunday School 9:30 a.m. Divine Worship, 10:30 a. m. Singspuration at Karas Bandshell, 9 p. m.; Hi-league program, Tuesday, 8 p. m.; Covenant Church Women, Thursday, 2 p. m. Everett L. Wilson, Pastor, Mrs. Noel Piche, Organist.

Bethany Lutheran Church—(Lutheran Church in America) Family Worship Service at 8 a. m. and 10:45 a. m. Soloist, Sandra Morin.—Rev. Walfred E. Nelson, Pastor, Richard L. Hanson, Director of Activities. Don Aronson, organist.

Trenary

Mr. and Mrs. John Bucholtz and Carol and Mr. and Mrs. Ervin Bailey returned to Riverview after spending a week here and in Escanaba.

Mr. and Mrs. Donald Quarfoot and children, Livonia, and Mr. and Mrs. Clyde Kinsman, Adrian, returned home after visiting relatives.

George Williamson was a medical patient in St. Francis Hospital, Escanaba, this week.

Mr. and Mrs. Richard Brill and children returned to Phoenix, Ariz., after spending two weeks with relatives.

Mr. and Mrs. Lauri Kallio are visiting her parents in Dayton, Ohio, before leaving for Alaska where they will teach school. While in Trenary they were feted at a wedding reception given by Mr. Kallio's family.

Mr. and Mrs. Charles Maki are here from Florida to spend the summer at their home.

John and Tina Rama, Milwauke, are spending two weeks with their grandparents, Mr. and Mrs. John Rama.

Mr. and Mrs. Louis Praznik and children, Detroit, have been visiting at the Frank Praznik Sr. home.

Sea water contains a pennyworth of gold in every million gallons.

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Michigan Bell Plans Spending

DETROIT (AP) — Michigan Bell Telephone Co. Friday asked for authority to issue $75 million more in stock to help finance a three-year construction program.

Michigan Bell has only $4 million in stock remaining to be sold from an authorized $475 million, assistant comptroller Kenneth L. Moore told the Michigan Public Service Commission. This supply will be exhausted this year, he said.

A commission spokesman said a ruling could come as soon as next week.

Miles G. Welter, Bell plant extension engineer, told the commission the firm would spend more than $300 million in the 1965-67 period on construction, modernization and new service if the stock issuance authority is granted.

The company asked permission to issue the requested $75 million in stock on an "as needed bass."

Retired Judge To Fill Detroit Court Vacancy

DETROIT (AP) — A retired Circuit Court judge with 30 years of judicial experience was named Friday to fill the Detroit Recorder's Court vacancy left by the death of Judge W. McKay Skillman.

Earl C. Pugsley, 78, of Hart, was picked by the Michigan Supreme Court to serve until a successor is chosen at the Nov. 3 election.

Pugsley, who served as circuit judge in Mecosta, Newaygo and Oceana counties before his retirement in 1960, is a former law professor at Ferris State College in Big Rapids. He was a Republican delegate to Michigan's Constitutional Convention.

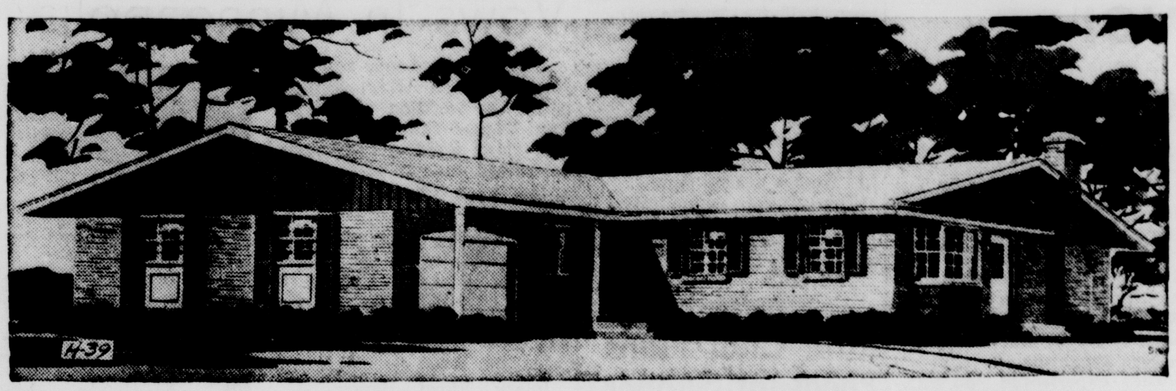
Kalamazoo Pastor Elected Bishop

CLEVELAND (AP)—The Rev. Dr. Thomas M. Pryor of Kalamazoo, Mich., was elected a bishop on the 11th ballot Friday by delegates at a meeting of the North Central Jurisdictional Conference of the Methodist Church.

Dr. Pryor, 60, a native of Cairo, Ill., is pastor of the First Methodist Church of Kalamazoo. He earlier served 13 years as pastor of the First Methodist Church in Royal Oak. He has been chairman of the Michigan Conference Board of Education since 1952 and is a trustee of Adrian College.

House of the Week

Good Design For Flexibility



BALANCED BEAUTY: The well-balanced exterior of this one-story home is equalled by its interesting interior design. One of the four bedrooms has two doors, permitting it to be used as a den if desired. Flexibility and informality are featured throughout.

By ANDY LANG

Flexibility in a house plan is always desirable. Especially when there's a chance that the size of your family may change at some time in the near future. But flexibility is not always easy to obtain, particularly when you have a reasonably small house in mind.

Architect Herman York has hurdled this obstacle in the latest House of the Week. Although it has only 1,352 square feet of habitable area, which places it in the small house category, design H-39 shows a layout with one room located strategically for multiple use. The house can be used either as a four-bedroom, two-bathroom residence or as a home with three bedrooms, two bathrooms and a den. Too often when this kind of versatility is attempted the alternate use is merely a compromise. Not in this case. For the den, or fourth bedroom, has two doors, one leading to the foyer and one leading to the rear hall, making it accessible from the two areas.

This means that, if the extra room starts out as a bedroom, it can be converted to a den very easily if, for instance, one of the children leaves for college or gets married. Conversely, if you have a young family and an addition occurs, the den can be sacrificed to become a nursery.

This house has several ideas designed to create a favorable first impression. They include a covered front entry, a center hall floor arrangement with an immediate view of a corner planter and a glimpse of the back terrace through sliding glass doors at the rear of the living room. Looking down the 21½-foot length of the living room, one sees a fireplace with full-height brick from wall to wall. If desired, the owner could develop the side yard by adding a barbecue at the chimner, using the same masonry structure for an additional flue.

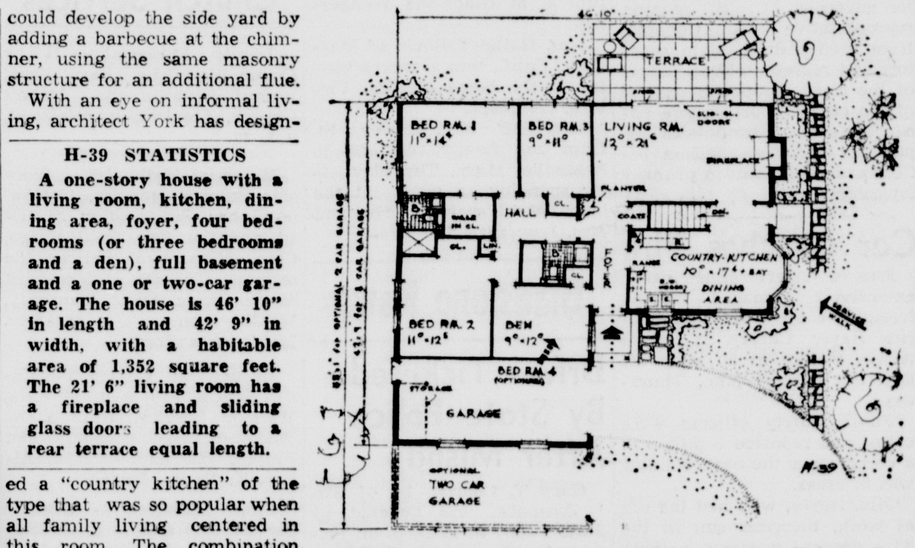
With an eye on informal living, architect York has designed a "country kitchen" of the type that was so popular when all family living centered in this room. The combination kitchen-dining area includes a bay window to allow ample room for family dining for most meals.

The stairs to the basement are conveniently located near the side doors, with direct access from the outside to the storage below. Should the owner decide to finish off a portion of area for the children, there is easy control of such a room, since the kitchen is at the head of the stairs.

There are two bathrooms. One is located in the hall on the bedroom side of the house, yet adjacent to the living section. The other is in the master bedroom, which also has a huge walk-in closet for clothes and storage needs.

Care has been taken to keep all detail in proper scale. The exterior has a well-balanced appearance, with none of the top-heavy characteristics that sometimes mar the design of a small house. Note how the garage at the left appears to be part of the house. The extra front entrance at the right leads directly to the dining area. There is a service walk at the side, with a kitchen entrance that has a roofed-over cover as protection for the service platform.

Three of the exterior walls are shown in brick, with only the rear in shingles. The wide roof overhang helps to make the house appear longer without detracting from the traditional appearance of the overall design.



LIVING ROOM ELEGANCE: This charming living room, 21 feet long, takes on added attractiveness because its proximity to the rear terrace. Separated only by sliding glass doors, the two areas make an excellent indoor-outdoor living combination.

H-39 STATISTICS

A one-story house with a living room, kitchen, dining area, foyer, four bedrooms (or three bedrooms and a den), full basement and a one or two-car garage. The house is 46' 10" in length and 42' 9" in width, with a habitable area of 1,352 square feet. The 21' 6" living room has a fireplace and sliding glass doors leading to a rear terrace equal length.

FLOOR PLANS: There are 1,352 square feet of living area in this house, excluding the rear terrace and the basement. The one-car garage, which includes a storage area, can be a two-car garage if desired without destroying the effectiveness of the exterior design.

Van Cliburn And Luci Johnson At Interlochen

INTERLOCHEN (AP) — A capacity crowd is expected to greet and hear pianist Van Cliburn and President Johnson's 17 - year - old daughter Luci Baines Johnson when they appear July 23 at the National Music Camp.

Miss Johnson will narrate Sergei Prokofieff's symphonic fairy tale "Peter and the Wolf."

Cliburn will play a benefit concert in the same program at the camp's Kresge Assembly Hall.

Proceeds will be used to supply scholarships to Interlochen, camp officials said.

Some 1,500 stucents, in addition to the public, are expected to be in the audience for the Texas pianist and Miss Johnson.

About half the male population of Cyprus are farmers who raise potatoes, citrus fruit, grapes and raisins.

THE TOTAL SELLING MEDIUM IS THE DAILY NEWSPAPER

HOUSE PLAN ORDER

Building Editor, Escanaba Daily Press:

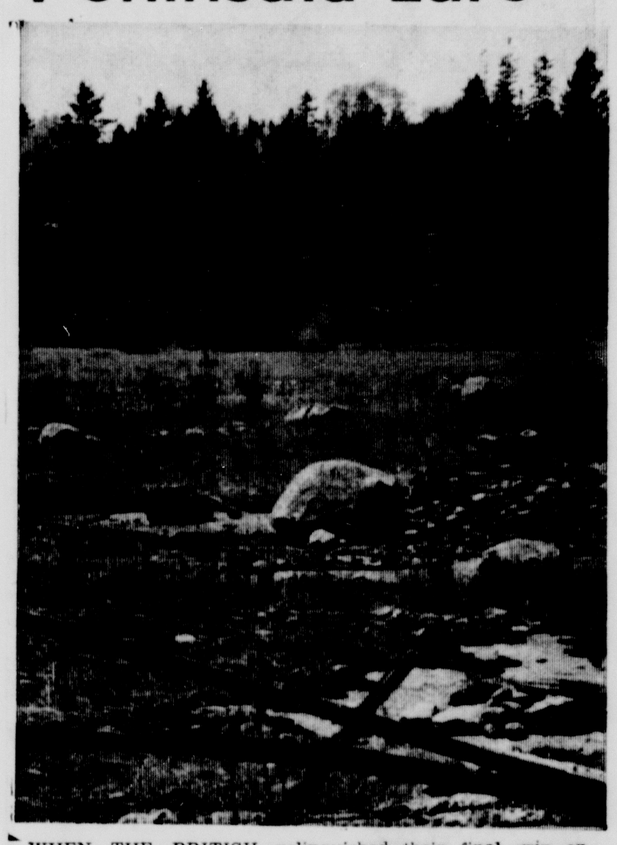
Enclosed is 50c for baby blueprint on design H-39☐

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Drummond's Fort Colyer Is Upper Peninsula Lure



WHEN THE BRITISH relinquished their final grip on United States soil in 1828, they fled Drummond Island—now part of Michigan—leaving behind some 50 buildings that was Fort Colyer. All that remains today is the stonework chimneys surrounded by an overgrowth where the redcoats maintained their garrison for 13 years. Drummond Island is situated in Lake Huron off the eastern tip of the Upper Peninsula. (Tourist Council Photo)

Take a good look at any map showing the waters and islands at the mouth of the North Channel of the St. Mary's River at the eastern tip of the Upper Peninsula. The gerrymandering of land that shows Drummond Island as part of Michigan was not a surveyor's mistake but rather the result of Yankee strategy with the help of John Barleycorn.

In 1882, when it came time to devise an international border to divide the land between England and the United States, an international boundary commission was formed to make the decision. The members were to sail the center of Lakes Huron and Erie and all areas to the left of the ship were to go to the United States; to the right to England.

By the time the ship neared the St. Mary's River, there had been too much alcoholic conviviality which made it easy for the Americans to turn the trick.

They steered through false DeTour passage between Drummond and Cockburn Islands, around Drummond and up through the river. No amount of argument could then shake the commission's final decision and Drummond Island has since remained part of the area that is now Michigan.

The British had occupied Drummond Island since 1815. Colonel Robert McDouall, the garrison commander who had renamed Pontaganipy Island after his boss, Sir Gordon Drummond, commander of the British forces in Canada, found it was time to leave the island. Disease and boredom had now dwindled his original force of 400 to 91 men and his earlier plans to turn Drummond into a second Gibraltar had found no support.

Colonel McDouall and his men left their mark on the island. Massive chimneys reach out from the earth—the only remnants of the some 50 buildings that once were Fort Colyer—now a point of interest to vacationing visitors. The roads where King George's redcoats marched have grown over into narrow footpaths. Visitors can still see the old parade grounds. The graves of His Majesty's troops lie unmarked and undisturbed.

Centuries before the arrival of the white man, Indians, attracted by the bounty of fish and game, made the island their home, Indian mounds and cemeteries bear testimony to these early inhabitants.

Drummond is a 136 square mile island surrounded by smaller islands. More than 50 small dabs of land—all named—dot Potagannissing and Sturgeon Bays between Drummond and the mainland.

As if the waters surrounding the island were not sufficient, Drummond boasts more than 40 inland lakes, and streams and tiny rivers vein the forests.

Drummond is surrounded by fish, the waters and islands that ring the land are an angler's paradise. Even the novice will find rewards with little effort.

By ferry, Drummond Island is about 20 minutes from DeTour. Island residents have smoothed and widened old lumber trails with gravel to provide convenience for the vacationing motorist. Hundreds of trails sneak through the woods to the delight of city folks who want to enjoy the primitive beauty of nature at her best.

Resort and restaurant operators cater to vacationing families offering pleasant, modern accommodations, according to the Michigan Tourist Council. Guide service and boat liveries are available for the visitor as well as stores and ever-present gift and souvenir shops.

For those who would rather meet nature on her own terms, thousands of acres of both public and private lands are available to campers.

History and the simple invitation of the Michigan wilderness beckon vacationers who seek the dignity of the silent forest, the vigorous pursuit of nature's bounty or just relaxation that Drummond Island affords.

Eighty-five per cent of the U.S. wine production comes from California.

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• Complete Line Of Wallpaper
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Mrs. Jerome E. March (Moffett Studio)

Bonnie Earle Bride Today Of Dr. March

In a 10 a.m., double-ring ceremony this morning in St. Francis de Sales church, Bonnie Lou Earle became the bride of Dr. Jerome Edward March.

The Rt. Rev. Msgr. F. M. Scheringer officated at the ceremony for the daughter of Mrs. Benita Earle, 550 Cherry St., and George Earle of Muskegon. Mr. and Mrs. Edward Marchitelli of Niagara Falls, N. Y., are the bridegroom's parents. Mr. and Mrs. Stewart Earle of Hermansville and Blaney Park are the grandparents of the bride.

Gown of Ivory Brocade

Miss Earle wore a fourth-generation gown of ivory satin brocade and taffeta fashioned with a bustleback and long chapel length train. The form fitting bodice was shaped in a V-neckline edged with wide imported Brussels lace and caught with a pearl pin. The elbow length sleeves were also edged with lace.

The three-tier veil of silk illusion was chapel length and was caught to a circle crown of matching Brussels lace.

The gown was fashioned in 1885 for Miss Emeline Meyer at the time of her marriage to Dr. G. W. Earle of Hermansville. It was also worn in 1942 by her granddaughter, Elizabeth Earle for her marriage to Dr. Louis Walker of Decatur, Ill.

The bride's bouquet consisted of white sweetheart roses, ivy and stephanotis.

The Attendants

Margaret Corson was maid of honor and Susan Earle was bridesmaid. Dr. March was attended by Ramon Racelis, Chicago, as best man and Ralph Jarzab of Niagara Falls, N. Y., as groomsman. Patricia Earle, a cousin of the bride and daughter of the William Earles of Blaney Park was flower girl. The page was Barry Darin, nephew of the bridegroom, of Kenmore, N. Y. Ushers were George Earle, brother of the bride, Manistique, and Robert Darin of Kenmore, N. Y., brother-in-law of the bridegroom.

The bridal attendant's gowns were floor-length, in light turqoise lintique fashioned with bateau necklines. The elbow-length sleeves and waists were edged with lace. They carried cascades of white and turquoise carnations and wore headpieces of double-circle net caught to bows.

Reception

The flower girl's dress was made of embroidered white organdy in an empire-waist style with bustle back sash of turqoise taffeta. She carried a miniature bouquet to match the bridesmaid's.

Mrs. Earle wore a powder blue crepe with a peplum accenting the slim skirt. Her accessories were of white and blue and her corsage, white carnations. Mrs. Marchitelli wore a beige sheath with a lace bodice and beige accessories. Her corasage was of yellow carnations.

A reception was held at Blaney Park Inn. Tables were trimmed with garlands of huckelberry and stephanotis with turquoise ribbons.

A wedding breakfast, given by her grandparents, Mr. and Mrs. Stewart Earle was served at Blaney Park following the ceremony. The table was trimmed with greens and white sweetheart roses.

Home In Denver

At the silver service for the reception was Jacqueline Plamondon of Flint and Mary Kelly of Manistique, and at the guest book, Mary Margaret Earle, cousin of the bride. Serving the punch was Mary Makel of Manistique, and wedding cake, Sherita Levin of Chicago.

The couple will travel to Hawaii and the Orient. They will make their home in Denver, Colo.

The bride attended Manistique High School and Humboldt Institute in Minneapolis. She was employed in the Chicago office of Pan American World Airways. The bridegroom attended Syracuse university and graduated from Chicago College of Osteophy and Surgery.

Christensens Are Wedded 50 Years

Mr. and Mrs. Henry Christensen, former residents of Manistique living in Jackson, celebrated their golden wedding Anniversary June 28 with a reception given by their niece, Mrs. Earl Farr, of Michigan Center. Over 50 guests attended.

The couple was married June 25, 1914 with Mrs. Farr's parents, the late Mr. and Mrs. Otto Christensen as attendants. They have two sons, Edward, of Danville, Ill., and Robert of Sparks, Nev., and one grandson, Robert.

Mr. and Mrs. Christensen came to Manistique in 1914 and remained until 1943 when they moved to Jackson.

Out of town guests were from Michigan Center, Manistique, Warren, Cedar Springs, Holland, Napoleon, Livonia, and Danville, Ill.

Manistique Classified

1. Card of Thanks

Pawley:

We wish to express our heartfelt thanks to the many friends, neighbors, and relatives, who by their many acts of kindness, in the recent death of our baby, Steven, helped to lighten the burden of sorrow. Especially do we thank Rev. William Farnham, the pallbearers, those who sent flowers and food and everyone who aided in any way. Your kindness will never be forgotten.

Mr. & Mrs. Wm. Pawley

Green:

The family of William Eugene Green wishes to express their deep appreciation and thanks to the Manistique Junior High School students, teachers and friends for the many cards, letters and flowers received during his recent illness and death.

11. Well Drilling

WATER WELL DRILLING
TOM RICE — 603 West Elk St.
Phone 341 2022

MANISTIQUE

Foresters Mark Indian River For Canoeing

A ribboned channel for canoeing the Indian River has been established by the U. S. Forest Service, which reports a trip of at least three days is now provided from Steuben down.

The "spreads" area also has the course marked through, and canoers have only to follow the orange flags. In a run down the river, opening more channels area, foresters report they saw about 20 deer, several trout, turtles, some muskrat and numerous songbirds.

They experienced no difficulty getting through, noted that in the "spreads" area they followed the swiftest-flowing, or current water to pass.

Permanent arrow marks will be erected later. These are now being made.

Jobs Daughters Awards Given

A $200 Jobs Daughters scholarship was presented Thursday night to Barbara Taylor, daughter of Mr. and Mrs. Cecil Taylor in ceremonies of Bethel 69 at the Masonic Temple.

Miss Taylor was presented the award by Mrs. Marvin Fredrikson, guardian secretary for Bethel 69 of Jobs Daughters.

During the ceremonies, a cup of proficiency for District 2 was presented Barbara Rogers, daughter of Mr. and Mrs. Louis Rogers, recently installed as honored queen. Mrs. Malcolm Nelson, guardian treasurer, made the presentation.

Vicki Lustila reported on the Grand session held in Grand Rapids June 25-27, in which Shirley Johnson of Manistique was installed grand Bethel fourth messenger and Mrs. James H. Fyvie, director of music for the grand guardian council.

Guests included Diane Montgomery, honored queen of Bethel 66 in DeKalb and her mother, who is guardian of the DeKalb Bethel. The meeting opened with a flag pledge, prayer led by Donna Atwater and introduction of guests.

Church Services

St. Francis de Sales — Sunday Masses, 6, 8, 10 and 11:30 a. m. Daily Masses at 7 and 8 a. m.. Confessions Saturday, 4 to 5 and 7 to 8 p. m. Baptisms Sunday, 1 p. m., by appointment only — Rt. Rev. Msgr. F. M. Scheringer, pastor, Rev Terence Donnelly, assistant pastor.

Free Methodist — 10 a. m., Sunday School; 11 a. m., Morning worship; 7:30 p. m., Evening service; Wednesday, 7:30 p. m., Prayer Service — Rev. L. D. Coxon, minister.

Pentacostal Tabernacle, 813 Arbutus Ave. — 10 a. m., Sunday school; 11 a. m., Worship service; 7:30 p m., Evangelistic Service; Thursday, 7:45 p. m., Prayer meeting. — Rev. Joline McLane, pastor.

Church of the Redeemer, Presbyterian — 9:30 a. m., Church school, 11 a.m. Worship service; Wednesday, 7:30 p.m., Westminister choir; Thurs. 7 p.m., Chancel choir. — Rev. William M. Farnham, pastor.

First Baptist — 9:45 a. m. Church school; 11 a.m. Worship Service. Guest Speaker, Rev. Otto Steen. Vacation Church School July 27-Aug. 7. 9 a.m. to 11:30 a.m — Rev. Roy A. Pitts, Pastor

Bethel Baptist — 9:30 a.m., Church Bible School 10:30 a.m., Children's church and morning worship; 7 p.m. evening service. Wed., 8 p.m., Choir rehearsal; 7 p.m. Mid-week prayer service. — Rev. David A. van Gorkom, Pastor.

First Methodist — 9:45 a. m., Church school; 11 a. m., Worship service. Jr. Church and nursery provided. Monday, Official Board meets at 7:30 p.m. Wednesday, 7 p.m. Chancel Choir. Church School Teachers Conference, 8 p.m. — Rev. Harry J. Davidson, Minister.

Zion Lutheran Church—8:45 a.m. Worship at Bethany, 9:30 a.m. Thompson and Zion church school. 10 a. m. Bethany Sunday Church School. 10:30 a. m. Morning Worship at Zion. Tuesday, 7 p.m. Choir rehearsal. 7:30 Church Council. Wednesday, 1:30 p.m. Martha Unit, 6:39 p.m. Ruth Unit and Priscilla Unit picnics at Dodge Lake. — Rev. Ingmar L. Levin, pastor.

St. Alban's Episcopal — 11 a.m. Morning prayer and sermon, Weds. and Holy Days, Holy Eucharist 8:30 a.m.—Rev. Ernst Kempf, vicar.

Jehovah's Witnesses — Sunday 3 p.m. Watchtower Study Tuesday, 730 p.m. Bible Study. Thursday, 7:30 p.m. Theocratic Ministry School. 8:30 p.m. Service meeting. — Arvid Carlson, presiding minister.

Swept Into Canal

BERGERAC, France (AP) — A truck following the Tour de France Bicycle Race missed a curve on a bridge today and about 20 spectators were swept into a canal. Early reports said 12 persons were believed dead.

Plan Benefit For Minor Girl

A benefit party is planned Saturday, July 18, at Cooks town hall for Suzette Minor, 6, who was severely burned June 6.

The child is having skin grafts following burns received when she stood on a counter at home to watch a wedding party, and her dress caught fire from a nearby stove.

The Cooks community is sponsoring the party from 9 to 1. Tickets are available at Males Drug Store.

Leelanau Firm Opens Realty Offices Here

Leelanau Realty, with offices also in Leelanau and Glen Arbor has opened a full-time branch office on the westside of Manistique, along U. S. 2.

The firm is headed by Herbert P. Boughey, president, who is also associate broker here. It is exclusive agent for the new Harbor Lights subdivision along U. S. 2 and Lake Michigan on the west city limits, and also will handle commercial listings and other homesites.

Mrs. Ruth Mahaney is the full-time sales person.

Notice Of Sept. 1 Primary Given

County Clerk Ferdinand Lesica has been advised by the Secretary of State's office that a general primary election will be held Sept. 1, at which time voting will be for candidates for governor, U. S. senator, representative in Congress from each district, state senators and representatives, judges of the court of appeals, judges of the circuit court, where vacancies occur, candidates for partisan and non-partisan offices and candidates in primary townships.

Car Catches Fire

Fire of undertermined cause extensively damaged the interior of a car owned by Patrick Hayes, Cherry St., while it was parked in an alley off Oak St., at 4:55 p.m., Thursday.

Public Safety officers were called and reported a pillow in a corner near the back window was in ashes.

Mrs. Hayes, who had the car at work, theorizes sun in the 83 - degree weather shining through glass, may have caused the foam rubber pillow to catch fire. The back rest and headliner were damaged also.

Briefly Told

The Hiawatha school board meets Monday, July 13, a week ahead of the normal schedule.

The American Legion Auxiliary will elect officers at a meeting at 8 p. m., Monday in the Youth Center. A white elephant sale will be held. Pot luck lunch will be served with coffee, cream and sugar furnished. Members are asked to bring table service.

A bake sale with breads and povatica will be held between the 8 and 10 a. m., Masses at St. Francis de Sales church Sunday, sponsored by St. Christopher Circle.

Obituary

JOHN RUBICK

Funeral services were held at 9 a. m., Friday in St. Francis de Sales church for John Rubick, 49, who died Tuesday. Rt. Rev. Msgr. F. M. Scheringer officiated. Pallbearers were Charles Blair, Charles Havilcheck, John Weber, L. E. Hambeau, Frank Rubick and George Solar Jr. Burial was in Lakeview cemetery under direction of Messier-Broullire Funeral Home.

Hospital

Admitted to Schoolcraft Memorial Hospital were Leonard Gager, Seney; Russell Wilder, Munising; Charles Hoernke, Germfask; John Feight, Thompson; Floyd Shelley, 518 Washington; Danny Sellman, 614 Park Ave. and Laverne Miller, Rockford, Ill. Discharged were Anna Frock, Nora Frazier, Wreatha Johnson, Wendy Mier, William Gendron, Henry Chandanais, Vivian Tobin and Martha Fluesk and baby.

Whalers today use radar and helicopters to track their prey and "catcher" ships are armed with explosive weapons.

Rifle Club Plans Pheasant Supper

The Manistique Rifle and Pistol Club will hold a South Dakota pheasant supper at the clubhouse Wednesday, July 15, preceded by trapshooting, Pierre LaFoille, Manistique High School senior, broke 24 of 25 to set a new record. The previous record of 22 was set last summer by Bob Pollman.

The club is working on a new skeet range and hopes to have it completed by August. Anyone interested in shooting is invited to visit the range any Wednesday evening.

Garden Peninsula

Circle Meeting

The regular monthly meeting of St. Peter's Circle was held at the home of Mrs. Adeline Janowski Thursday. President, Mrs. William Smith, led the members in prayer. Planned activities of the group have beeni postponed until after the Blessing of the Fleet. In card games prizes were won by Mrs. Smith and Mrs. Lawrence St. Ours. The September meeting of the Circle will be held at the home of Mrs. James Kent.

Mr. and Mrs. Fred Beaudre, Mrs. Angeline McKeon, Miss Albertine Godbout, Mrs. Harry DeVet, Antone Farley, Henry Farley and Mrs. Alfred LaVallee attended the Peter LeClaire funeral at Gladstone Wednesday.

Mrs. Hattie Tallman of Martinez, Calif., was a recent visitor at the home of Mrs. Victoria Humbert.

Mrs. and Mrs. Harley St. Ours and family returned to Nashville, Mich., Thursday after spending a week at the home of his parents, Mr. and Mrs. Lawrence St. Ours.

Gladstone News

Driver Ticketed By State Police After Mishap

Gary T. Charon, 18, of Rte. 1 Escanaba, was ticketed by State Police at 11:20 p. m. Friday after an accident that happened in Wells Township on US 2 and A Ave.

Charon and a car driven by Thomas P. Groos, 18, of Rte. 1 Gladstone, were both going north on US 2 when Groos attempted to pass the Charon car. As Groos was passing Charon made a left turn in front of him.

Charon was ticketed for no operator's license and improper left turn. No one was injured in the mishap, but there was considerable damage done to both cars.

Personals

Mrs. Al Lauscher, 910 Superior Ave., returned Thursday from Chicago where she has been visiting relatives for the past two weeks.

Briefly Told

George Kruse Jr. of Green Valley, Wis. was ticketed by State Police for no mud flaps on a truck.

Rock

4-H Activities

The Rock 4-H club met at the club house Tuesday, July 7. A trip was discussed. Final plans were left up to the leaders and junior leaders.

Nancy Weldum read a letter from State Representative, Robert O. Cook, thanking the club for taking part in the 1964 Telethon. The members voted to enter the model business meeting contest at the U. P. Fair in August. Nancy Weldum gave a demonstration on how to develop negatives and make contact prints. She is to present it at the Gladstone 4-H club meeting and at Camp Shaw.

Before the meeting, the members enjoyed an outdoor scavenger hunt and group singing. Lunch was served after the meeting.

Tina Mankiewicz and Cheryl Larson were at 4-H camp at Wells State Park this week.

Midwestern U.S. has more tornadoes than any other part of the world.

GLADSTONE

Miss Hoffos Speaks Vows In Minneapolis

A former Gladstone resident, Miss Charlyn Gay Hoffos, spoke her wedding vows with Paul Eugene Tesdahl in a double ring wedding ceremony performed June 20 at Redeemer Lutheran Church, Minneapolis.

Rev. Arnold Stone officiated at the ceremony for the daughter of Mr. and Mrs. Charles H. Hoffos, 6096 Woody Lane N. E., Minneapolis and the son of Mr. and Mrs. Sherman Tesdahl, Kanawha, Iowa.

Intern Lloyd Berger, Jr., cousin of the bride, delivered the pastoral meditation before a candlelight church decorated with yellow and white gladioli and mums accented with urns of fern.

Roger Espe, cousin of the bridegroom, sang Entreat Me Not To Leave Thee, O Perfect Love and Come With Us O Blessed Jesus.



Mrs. Paul E. Tesdahl

The bride was attended by Marcia Skellenger of Gladstone, maid of honor, Mrs. Sharon Eickhoff, Franklin, Miss., Mrs. Alice Osmundson, Indianapolis, Ind. and Mrs. Suann Foster, Gladstone, bridesmaids. The bride's cousin, Jill Hoffos of Marshfield, Wis., was the flower girl.

Bridal Gown

Given in marriage by her father, the bride wore a floor-length gown of silk organza. The figure molding bodice had a bateau neckline and short-sleeves; the sheath skirt had a detachable chapel train and was accented by a lace-trimmed organza panel at back waist. Guipure braid trimmed the waistline and edges of the sleeves and skirt. Appliques of seed pearls on re-embroidered Alencon lace decorated the bodice, sleeves and lower skirt. Her fingertip veil of silk illusion was caught on a pillbox trimmed with lace and seed pearls. She carried a crescent shaped bouquet of white roses.

The bridal aides were attired in floor length white linen gowns with A-line skirts and topped by dainty jackets with daisy appliques. Their headpieces were of short silk illusion caught on a circle of daisies and they carried white baskets of daisies. The flower girl wore a floor length dress of yellow with a green sash.

David Tesdahl of Kanawha was his brother's best man. Groomsmen were Larry, Lee and Kenneth Loux and Norman Leistikow, all of Minneapolis. Rickey Berger, of Clearbrook, Minn., a cousin of the bride, was ring bearer. Howard Abbe, Jr., a cousin of the bridegroom from Vallejo, Calif., and Parker Holland of Ogden, Iowa, seated the guests.

Reception

A reception in the church parlors followed the ceremony. Host and hostesses were Mr. and Mrs. Thomas Aos of Gladstone and Mr. and Mrs. Maurice of Marshfield.

For her daughter's wedding, Mrs. Hoffos chose a lettuce green jacketed sheath of silk. Her corsage was of yellow roses. The bridegroom's mother was attired in a pink dress of similar style, accented with a corsage of white roses.

The bride is a 1960 graduate of Gladstone High School and a 1963 graduate of Luther College. She spent the past year teaching in Neenah, Wis. Her husband graduated from Kanawha High School in 1959 and Luther College in 1963. He taught last year at Osseo, Minn.

After a wedding trip to Colorado and the Rocky Mountains, the couple will be at home at 6737 Humboldt Ave. N., Minneapolis. In the fall both will be employed at the Osseo School System.

Out-of-town guests were from North Dakota, Minnesota, Wisconsin, Michigan, Illinois, Iowa, Indiana and California.

Church Services

Trinity Episcopal — Holy Communion. The Rev. Ernst Kempf, Vicar of St. Alban's Church, Manistique, celebrant, 9 a. m.

Memorial Methodist — Worship Service. Nursery, 10:45 a. m. Nancy Bjork, guest organist and the Rev. Paul Cargo, Caro, Mich., will deliver the sermon. Tuesday — Methodist Men's Picnic, 6:30. Thursday, WSCS Picnic, 2 p. m.—Rev. Meldon Crawford.

Evangelical Covenant—Sunday School, 9:30 a. m. Morning Worship Service, 10:15 a. m. Wednesday, Bible Study and Prayer, 7:30 p.m. — Rev. Albert K. Borns, Pastor.

First Lutheran — Worship Service 8:30 and 10 a. m. Holy Communion. Monday, Anniversary Committee, 7 p. m. Wednesday, Luther League, 7 p. m. —Rev. Reuben Carlson, pastor.

First Baptist—Sunday School, 10 a. m. Worship Service, 10 a. m. Junior Church, 11 a. m. Pre - service Prayer meeting, 7:15 p.m. Evening Gospel Service, 7:30 p.m. Wednesday, prayer meeting and Bible study, 7:30 p.m. — Rev. Dana M. Austin, pastor.

Free Methodist — Sunday School 10 a. m.; Morning worship 11 a. m.; Preaching service, 7:30 p. m. Wednesday, Prayer Service at parsonage, 7 p. m.—Rev. George Heltzel, pastor.

All Saints — Sunday masses 6, 8, 10 and 11:30 a. m. Novena every Wednesday at 7:30. Confessions after Novena and Saturday 3 to 4:30 and 7 to 8:30 — Very Rev. Matt LaViolette, pastor.

Reorganized Church of Jesus Christ of Latter Day Saints — Church school 9:40 a. m. Morning worship, 11 a. m. Evening service 7:30 p.m. Wednesday. Midweek Prayer Service, 7:30 p.m. — Elder Rex Stowe, pastor.

Bethel Evangelical Free Church — Sunday School and Adult Bible Class, 9:45. Adult Bible Class, 9:45 a.m. Worship service. Junior Church, ages 6-11, 10:45 a.m. Jr. FCYF and Sr. FCYF, 6 p.m. Gospel Service, 7:30 p.m. Wednesday, Bible Study & Prayer at 7 p. m.—Rev. Carl P. Cornelius, pastor.

St Paul's Lutheran (Wisc)— Worship Service, 9 a.m. Sunday School, 10 a.m. — Rev. Theophil Hoffmann, pastor.

Summer Picnic

The Women's Society of Christian Service of Memorial Methodist Church will hold their summer picnic at the John Broeckaert cottage on the Stonington Peninsula at 2 p. m. Wednesday. Members are asked to bring their table service and food to share. Families are invited to attend.

Three Youths Arrested On Larceny Charge

Two youths and a 16-year-old juvenile were arrested by State Police on Friday in connection with the simple larceny of a cabin on County Road 523 in Cornell Township owned by Franklin Day.

Day reported on July 5 that his camp had been entered and that some whisky was taken. The juvenile from Escanaba was turned over to Probate Court, charged with breaking and entering in the day time.

The two youths, Roland Vanderlinden, 17 of Rte. 1 Gladstone and Robert J. Plimpton, 19, were charged with aiding and abetting a simple larceny. Vanderlinden was arraigned before Justice A. J. Mortier Friday and pleaded guilty to the charge. He paid a fine of $4.40 and costs of $5 with 30 days in jail with 25 days suspended.

Plimpton is presently in the County Jail pending arraignment today.

Pleads Guilty To Charge Of Simple Larceny

Albert C. Gustafson, 23, of Perkins was arrested by State Police at 8:30 p. m. on a charge of simple larceny. He was arraigned before Justice Ross Davis and pleaded guilty to stealing two 100 pound gas tanks from hunting camps in Masonville Township. The camps were owned by Ray Bero of Escanaba and Paul Zierk of Chicago.

Gustafson paid $5 in court costs and was given a 30 day suspended jail sentence.

Supper Tuesday

The Methodist Men's summer picnic supper will be held in the east end of Van Cleve Park, Gladstone, at 6:30 p. m. Tuesday. Clifford Sutter and Helmer Peterson are in charge of the planning committee.

Golf

GLADSTONE MEN'S TWILIGHT

Team No. 7 vs. Team No. 1
J. C. Miller - J. Sundalius
H. Schock - J. Farrell
B. Johnson - D. Jondrow
J. Beach - S. Beck

Team No. 8 vs. Team No. 2
J. McCarthy - J. Damitz
E. G. Boydston - W. Johnson
G. Anderson - E. M. Vanderhoff
E. Miller - M. Cartwright

Team No. 6 vs. Team No. 9
B. Skellenger - G. Harris
A. Altese - H. Bray
B. Richards - G. Hess
D. Pfotenhauer - W. Peters

Team No. 3 vs. Team No. 5
F. Peterson - B. Wood
L. Hagman - G. Minne
A. Juntunen - R. Dufour
D. Cochran - McGinnis

Team No. 4 vs. Team No. 10
G. Ivory - K. Gillis
E. Haga - W. Olds
T. Belongie - G. Kelley
H. Gibbs - J. Gilbert

OPEN
All Day Sunday
And
Every Nite Til 11 P.M.

- Ice Cold Beer (Cases, Qts, 6 Paks)
- Watermelons
- Charcoal & Lighter
- Film & Bulbs
- Complete Groceries
- Fresh Produce
- Sayklly's Homemade Candies

PAT & JIM'S
U.P.'s Biggest Little Store

Brampton Township Notice

Deadline for filing nominating petitions for office of Supervisor, clerk, treasurer, trustee is 4 p. m. July 21, 1964. Nominating petitions available at my home.

Harold Lund
Clerk

NOW OPEN
UNDER NEW OWNERSHIP
PETE'S STOP
(Formerly Kent's Stop & Shop)

Pete and Bev Peterson welcome you to their store. Their plans are to feature a complete one-stop grocery, plus Sunday newspapers, tobaccos, cigarettes and many more items for your shopping convenience.

★ Liquor and Wine
★ Ice Cold Beer (Quarts, 6 Packs, Cases)
★ Complete Groceries
★ Fresh Meats
★ Fresh Produce
★ Film Service



Stop in, say hello, make it a habit to shop at Pete's Stop!

In This Corner

with Ray Crandall

Jack White, former Speed Boy athlete, has been named head football coach at Bessemer High School where he succeds John Backman who resigned this year . . . White graduated from Bessemer in 1954 and was named most valuable player on the school's football team in his senior year . . . He served two years in the Navy, graduated from Northern Michigan University in 1960 and has been assistant football coach at Mt. Morris in Lower Michigan for four years . . . Head grid mentor at Mt. Morris is Pete Fusi, former Bessemer coach.

★ ★ ★

July is the month of tournaments and this is no exception . . . The Tri Club and Nahma Open golf tournaments are in progress this weekend . . . The 11th district American Legion baseball and the City Softball Association tournaments begin here this coming week . . . The Babe Ruth area tourney is being held here this weekend at Ishpeming and the U. P. Legion tourney will be staged there July 25-26 . . . The Escanaba Country Club will host the Upper Peninsula Women's golf tournament July 20-23.

★ ★ ★

Ruth Carter of Marquette became the first woman golfer to score a hole in one this season at the Marquette Golf Club when she hit the cup with her tee shot on the 100 yd. No. 3 hole . . . She was golfing with Grace Richmeyer and Helen Hettle.

★ ★ ★

Alma Myers of Sault Ste. Marie finished third in the sixth annual Canadian Soo invitational golf tournament this week . . . Mrs. Myers is defending U. P. women's tournament champion . . . Winner of the invitational tourney was Helen Best who bowed to Mrs. Myers in the U. P. finals last year . . . Her winning score was 169 for 36 holes . . . Joy Armstrong was runnerup with 175 and Mrs. Myers had a 177.

McAuliffe, Brown Star; Tigers Split Twin Bill

DETROIT (AP)—Disappointed by the performances of longtime favorites Al Kaline and Norm Cash, Detroit Tigers fans have begun shouting about two other players who have provided much of the excitement in the past two weeks Dick McAuliffe and Gates Brown.

Both played a big part in Friday's twi-night doubleheader which the Tigers split with Boston. The Red Sox won the opener, 7-6, on Dalton Jones' two-run homer in the ninth inning, and the Tigers took the nightcap 8-3 as Ed Rakow pitched his first complete game.

McAuliffe, the team home run leader with 15, hit three in the two games and batted in seven of the Tiger runs.

He had two homers in the first game, a solo shot in the sixth inning and a two-run stroke in the eighth which put the Tigers ahead 6-5.

His threeee-run blast in the nightcap was the big blow in a five-run third inning which was aided by a fielding error by Boston first baseman Dick Stuart.

So far this month, McAuliffe has picked up 14 hits and raised his batting average to .276.

Almost unnoticed because of his sudden success at the plate is the shortstop's improved showing in the field. He's committed only one error this month.

Brown, who homered in the first game and had two other hits in the twin bill, has brought the fans to their feet with his speed and circus catches in the outfield.

He made a diving catch of Russ Nixon's sinking liner in the seventh inning of the first game and grabbed another almost as difficult to catch in the eighth of the second game to nip a budding Red Sox rally.

The Red Sox hit three other home runs in the opener as the Tigers battled back three times before bowing.

Stuart hit a two-run homer in the first inning, and Lee Thomas got a two-run smash in the fourth.

Starting pitcher Earl Wilson sent one of Fred Gladding's offerings into the lower deck bleachers in center and gave way to Dick Radatz.

McAuliffe touched "the Monster," who was making his 43rd relief appearance, for his go-ahead homer.

But Jones pulled it out when he slammed Terry Fox's first offering in the ninth, following a single by Nixon.

George Thomas hit a three-run double in the seventh inning of the second game to give Rakow a better cushion.

Twilight Game

Boston	200 200 102—7
Detroit	200 002 020—6

Wilson, Radatz 7, Heffner 9 and Nixon, Tillman 9; Regan, Gladding 4, Fox 8, Sherry 9 and Freehan, Roarke 9. W-Radatz, 8-4. L-Fox, 2-2.

Home runs - Boston, Stuart 16, L. Thomas 10, Wilson 3, Jones 5. Detroit, Brown 9, McAuliffe 2 14.

NIGHT

BOSTON	AB	R	H	Rbi
Jones, 2b	5	0	0	0
Yastrezemski, cf	5	0	0	0
Mantilla, 3b	4	0	0	0
Stuart, 1b	4	2	3	0
L. Thomas, rf	3	1	2	0
Conigliaro, lf	4	0	1	0
Bressoud, ss	2	0	1	2
Tillman, c	4	0	1	1
Morehead, p	0	0	0	0
Spanswick, p	1	0	0	0
Malzone, ph	1	0	0	0
Nixon, ph	1	0	0	0
Totals	34	3	8	3

DETROIT	AM	R	H	Rbi
Bruton, cf	4	1	2	1
Lumpe, 2b	4	1	0	0
Brown, lf	4	1	1	0
Cash, 1b	3	1	0	0
McAuliffe, ss	3	2	2	3
G. Thomas, rf	4	0	2	3
Wert, 3b	4	0	0	0
Roarke, c	2	1	2	0
Rakow, p	2	1	0	0
Totals	30	8	9	7

Boston	010 100 010—3
Detroit	005 000 30x—8

6E-Stuart. LOB - Boston 9, Detroit - 6.

2B-Brown, G. Thomas, Roarke. 3B - McAuliffe. HR-McAuliffe 15, S - Rakow. SF - Bressoud.

	IP	H	R	ER	BB	SO
M'head	2⅔	4	5	1	3	2
Sp'wick	3⅓	2	0	0	2	4
Connolly	1	2	3	3	2	2
Charton	1	1	0	0	0	0
Rakow	9	8	3	3	4	8

W - Rakow 4-6. L - Morehead 5-9

T - 2:57. A - 21,842.

Triple Play Is Highlight

The first week of the beginners recreation baseball league play was marked by a triple play and some lusty hitting. Jon Kutchenberg of Webster No. 1 speared a line drive to start the triple play in a losing cause against St. Pat No. 1. In other American League action St. Thomas displayed power in defeating Webster, as did St. Joe in winning over Lemmer No. 1 and Jefferson No. 1. St. Pat also looked strong in defeating Jefferson and Webster.

In National League play for 9 and 10 year olds, St. Ann No. 2, Lemmer No. 2 and St. Pat won their games to lead the pack.

Games and practice sessions are scheduled for Royce Park except for Monday afternoon when games are scheduled for Webster playground.

All boys 11 to 14 years of age, who registered, as well as others interested in playing Junior League baseball, are asked to report to Royce Park at 1 on Tuesday, Wednesday and Thursday. One more team is needed to complete the league.

Monday

Washington-Jefferson-Franklin No. 2 vs. St. Joe No. 2 at 9.

St. Joe No. 1 vs. Franklin-Washington No. 1 at 10.

Practice for 7 and 8 year olds at 11.

St. Thomas No. 1 vs. Lemmer No. 1 at 1 (Webster Playground).

Tuesday

St. Pat No. 2 vs. Lemmer No. 2 at 9.

Jefferson No. 1 vs. St. Pats No. 1 at 10.

Practice for 9 and 10 year olds at 11.

Junior league practice at 1.

Wednesday

St. Ann No. 2 vs. St. Joe No. 2 at 9.

Webster No. 1 vs. Lemmer No. 1 at 10.

Practice for 7 and 8 year olds at 11.

Junior league practice at 1.

Thursday

St. Thomas No. 2 vs. Lemmer No. 2 at 9.

St. Ann No. 1 vs. St. Thomas No. 1 at 10.

Practice for 9 and 10 year olds at 11.

Junior League practice at 1.

Friday

Washington-Jefferson-Franklin No. 2 vs. St. Pat No. 2 at 9.

St. Joe No. 1 vs. St. Pat No. 1 at 10.

Practice for 7 and 8 year olds at 11.



CHARLES VARNUM, 31, Manistique school teacher, has been named to the State Athletic Board of Control. The 5-man board has jurisdiction over boxing and wrestling. The appointment is the second major one in state government for Schoolcraft county in recent months. Earlier Dr. Duane Waters was named to the Michigan Corrections Commission. Varnum is a member of the City Council and mayor pro tem, and a member of the Board of Supervisors. He has taught in Manistique five years, is married and has two children. He is a graduate of Hillsdale college.

Baseball

WELLS TOWNSHIP

Standings

Beginners

Team	W	L
Senators	6	0
Red Sox	4	2
Twins	3	3
Dodgers	3	3
Yankees	2	4
Giants	0	6
Junior		
Phillie	4	1
Indians	3	3
Tigers	2	3
Colts	2	4
Cadets		
Jets	3	2
Bombers	2	3

Schedules

Beginners

July 13-17

Monday—At Wells, Baseball Instruction for Beginners at 9:00; Yankees vs. Red Sox at 10:30; at Soo Hill—Giants vs. Twins at 2:30.

Tuesday—At Wells, Dodgers vs. Senators at 1:00.

Wednesday — At Soo Hill, Giants vs. Senators at 10:30.

Thursday—At Soo Hill, Yankees vs. Twins 1:00.

Friday—At Soo Hill, Baseball Instruction for Beginners at 9:00; at Wells, Dodgers vs. Red Sox at 10:30.

Juniors

Junior League

July 13-17

Monday—At Soo Hill, Colts vs. Phillies at 1:00.

Tuesday—At Wells, Indians vs. Tigers at 2:30.

Wednesday — At Soo Hill, Phillies vs. Indians at 9:00 a. m.

Thursday—At Soo Hill, Colts vs. Tigers at 2:30.

Friday—At Wells, Baseball Instruction for Juniors at 1:00.

Cadets

July 13-17

Tuesday—Jets vs. Bombers at 9:00 a. m.

Wednesday — Baseball Instructions at 1:00 p. m.

Thursday—Bombers vs. Jets at 9:00 a. m.

Evening Schedule

July 13-17

Tuesday—At Wells, Tigers vs. Colts at 6:30 p. m.

Thursday—At Soo Hill, Phillies vs. Indians at 6:30 p. m.

In the Beginners League the Yankees won their first game of the young season as they beat the Giants and Dodgers in a pair of games.

In the Junior League the Phillies suffered their first loss as the Indians tripped them up in a well played game..

In the Cadet League the Bombers and the Jets played to a 10 to 10 tie and will complete that game on Tuesday morning prior to their regularly scheduled game.



ALMA MYERS of Sault Ste. Marie shows the putting form that helped her capture the Upper Peninsula Women's golf tournament championship last year at Soo, Ontario, Canada. Mrs. Myers will defend her championship in the 1964 U. P. tournament that will be staged at the Escanaba Country Club July 20-23. A field of 100 golfers is expected. (Photo Courtesy Soo Evening News)

Jesus Alou Rattles Six Hits In Six Plate Trips

By The Associated Press

Has Jesus Alou given the San Francisco Giants a sign?

Alou, youngest of the three baseball brothers, became the first National Leaguer to get six hits in a game in more than four seasons Friday as the Giants trounced the Chicago Cubs 10-3.

The victory, coupled with first-place Philadelphia's 5-1 loss to Cincinnati, moved the Giants to within one-half game of the league lead.

Alou, 21-year-old rookie, belted a home run and five singles in six times at bat. The last NL player to get six hits was Dick Groat of the Pittsburgh Pirates. He did it May 13, 1960.

That, in case you've forgotten, is the year the Pirates won the pennant.

The Giants will need more than signs to win this year, but a few more similar performances from Alou certainly will help the cause.

The right fielder from the Dominican Republic was wallowing in the .250s and low .260s before he hit safely against six different Cub pitchers. The splurge rocketed his average 18 points to .280.

Elsewhere in the NL, Los Angeles edged Houston 4-3, Pittsburgh dumped Milwaukee 5-1 and St. Louis beat New York 3-1.

Besides Alou's rampage, Willie Mays slammed two homers, giving him a total of 27. He connected with one on in the ifrst and hit a solo blast in the fourth. Orlando Cepeda contributed a homer, a triple and two singles to Juan Marichal's 12th victory against four defeats.

Sandy Koufax won his ninth straight game and became the first pitcher in the majors to gain 13 triumphs in the Dodgers' victory. The ace southpaw, though, needed relief help, leaving in the sixth inning when the Colts rallied.

Dick Farrell, making his sixth try for his 11th triumph, suffered his fourth setback. He hasn't won since June 15.

The Reds stopped the Phillies' five-game winning streak on the hitting of Frank Robinson and Deron Johnson. Robinson clouted a two-ru homer in the fifth while Johnson doubled across a run in the second and homered in the fourth. Dennis Bennett lost his sixth game in 15 decisions.

Bob Friend scattered six hits, gaining his seventh triumph against eight defeats. The Pirates jumped on Braves' starter Tony Cloninger for three runs in the second on singles by Bill Mazeroski, Jim Pagliaroni and Friend. Bob Bailey's double and a sacrifice fly.

The Mets threatened the Cardinals in the ninth inning, loading the bases with two out, but starter Bob Gibson got pinch hitter Jim Hickman on a game-ending grounder. Mike Shannon singled home two St. Louis runs in the fourth.

Sickly Indians Rip Baltimore; Barber Tagged

By The Associated Press

The Cleveland franchise is supposed to be sick, and even the healthiest guy on the club is taking pills.

That would be rookie sensation Bob Chance, who keeps popping diet pills into his mouth and homers into the stands.

Chance, a 6-foot-4 behemoth who weighs in at 215 pounds after missing his meals, continued his slugging Friday night slamming two homers and driving in five runs as the Indians ended a five-game losing streak by walloping American League leading Baltimore 8-0.

Originally signed by the San Francisco Giants—"I signed a contract for nothing" — Chance was drafted by the Indians in 1961 and eventually made it to the majors at the tail end of the 1963 season. Then, in spring training, he let his weight balloon. The Indians prescribed a diet.

"I still take my diet pills every day," says the 24-year-old left-handed swinger. "I don't feel weak at all."

Steve Barber can vouch for that. The Oriole starter was tagged for a two-run shot by Chance in the first inning and a three-run job in the third. The homers were the 10th and 11th for Chance, lifted his average to .345 and gave him an amazing 40 runs batted in for only 142 trips to the plate.

While Chance, the only Cleveland regular hitting over .300, took care of the hitting, Jack Kralick took care of the pitching, posting the Indians' first shutout since June 17 by bringing his record to 9-4 with a six-hitter.

The loss trimmed the Orioles lead to 2½ games over the second-place New York Yankees, who whipped Washington 4-1 for Whitey Ford's 11th victory.

Elsewhere, Harmon Killebrew hit his 31st homer as Minnesota clobbered Kansas City 9-3, the Chicago White Sox swept the Los Angeles Angels 7-4 and 6-1 while Boston defeated Detroit 7-6 before the Tigers took the nightcap 8-3.

Ford, 11-2, pitched four scoreless innings, gave up a homer to Don Leppert in the fifth and left in the sixth. Reliever Bill Stafford came on and pitched hitless ball over the final 3 1-3 innings.

The Yankees got the only runs they needed when Clet Boyer hit a two-run homer off Senators' starter Buster Narum in the second inning.

Killebrew's homer was one of four hit by the Twins in a 19-hit attack. Rookie Tony Oliva collected No. x9 while Don Mincher and Earl Battey hit consecutive shots in the ninth inning.

Rocky Colavito homered for the A's off Jim (Mudcat) Grant who brought his record to 6-5 with his third victory in four decisions since he was acquired from Cleveland.

Juan Pizarro joined Detroit's Dave Wickersham as the AL's only 12-game winners but needed Hoyt Wilhelm's relief help before the White Sox subdued the Angels in the opener. Floyd Robinson and Gerry McNertney each stroked three hits in a 13-hit attack.

Joel Horlen held the Angels to two hits in the nightcap. The White Sox broke a 1-1 tie in the eighth with four runs. An error by Felix Torres opened the door for Robinson's tie - breaking, two-run single.

Dick McAuliffe hit three homers for the Tigers in the doubleheader, triggering the nightcap triumph with a three-run shot in the third inning.

McAuliffe hit two homers in the opener and Gates Brown added one, but the Red Sox had four — by Dick Stuart, Lee Thomas, pitcher Earl Wilson Jones, who won it with a two-run pinch-hit shot in the ninth.

Girls Softball

SCHEDULE

Monday — State Bank vs. Ludington Motors—Webster

Tuesday—Bay de Noc vs. Nurses—Webster

Wednesday — Saykllys vs. Browns Sinclair—Royce

Thursday—State Bank vs. Bay de Noc—Royce

Sunday—Saykllys vs. Ludington Motors—Royce

Sunday—Browns Sinclair vs. Nurses—Royce

Standings

Team	W	L
Browns Sinclair	8	0
Nurses	6	3
State Bank	5	4
Ludington Motors	4	4
Saykllys	3	5
Bay de Noc	0	8

Minor League

The schedule for next week: (All games at 6)

MONDAY — Lions vs. Jaycees at Royce; VFW vs. Kiwanis at Minor Field.

TUESDAY — Lions vs. VFW at Royce; Bankers vs. Jaycees at Minor Field .

WEDNESDAY —Bankers vs. Rotary at Minor Field.

THURSDAY — Rotary vs. Kiwanis at Minor Field.

Here's Problem For Golf Bugs

NEW ROCHELLE, N.Y. (AP) —Suppose you are playing in a golf tournament and come up to a hole with the pin placed on a sharp slope of the green, so that the flag is sticking out almost horizontal to the ground.

You have an uphill putt of three feet. You give the ball a gentle stroke. It rolls toward the hole, stops short and then starts skidding backward, finally winding up 15 feet, instead of three, away.

A quartet of experienced pro tourists—Jimmy Demaret, Tommy Bolt, George Bayer and Tommy Jacobs—faced this sort of situation Friday in the third round of the Wykagyl Round Robin Tournament and hit up on a simple answer. To heck with it, they said.

"Let's declare the hole unplayable," said the gargantuan Bayer, the game's Babe Ruth.

So the four of them—each from 20 to 30 feet from the cup on the 147-yard par 3 hole—picked up their golf balls and walked to the next tee.

They marked their cards "2" and halved the hole.

The simple act kicked up a storm in the revived Round Robin.

"It's not fair," said Ken Venturi, the reigning National Open champion, who shot into the lead after 54 holes with a score of 28 plus points—nine more than Tommy Bolt and Miller Barber, tied at plus 17.

In this mathematical monstrosity, medal scores don't count.

Each player competes with others in his foursome in match play and points are awarded on the basis of holes won. Points are subtracted when they are lost. The final two rounds are scheduled today and Sunday.

Tournament chairman Walter Peek was embarrassed by the incident.

"That's not where we marked the hole to be placed," he said. "Some pranksters must have moved it.

"But three groups had already played through, and there was nothing we could do about it."

The U.S. Golf Association said it had no specific rules to cover such a situation, although conceded putts are permitted in match play golf.

Nobody from the PGA was around because this is not a sanctioned tournament.

Tennis Lessons Prove Popular

The recreation tennis program swings into the second week with over 65 boys and girls from 9 to 15 years of age taking part.

The large turnout of 12 to 15 year old boys and girls has made it necessary to switch to the new high school courts. With six available courts, greater participation is possible. The Junior division age 9 to 11, will continue to meet at Royce Park.

SCHEDULE

Tuesday at Senior High Courts—Intermediate girls at 2:15; Intermediate boys at 3:00

Wednesday at Royce Park, Junior girls at 2:15; Junior boys at 3:00

Thursday at Senior High Courts, Intermediate girls at 2:15; Intermediate boys at 3:00

Credit Union Wins LL Crown

Credit Union wrapped up the 19664 Escanaba Jaycee Little League title last night with a barrage of hits that dropped the Eagles 16 to 0. Dennis Lueneburg went the route for the Credit Union, scattering five hits. Tom Homes, who shut out the Credit Union in a four inning stint last time out, was the victim of the onslaught and was relieved by Joe Harvey.

This afternoon's game between Credit Union and VFW will ring down the curtains for regulation season play for Dan Mylander, one of the most colorful products of the Escanaba baseball program. Mylander had a home run and a single in three trips and scored three runs last night. He is currently leading the league with a batting average around .700 and sports a .06 run per game average as a pitcher.

This afternoon will also mark the retirement of Dr. Alfred Gossan who is stepping down after two years as manager of the Escanaba Credit Union. Gossan, a local civic leader, who previously served the league as president, stated in announcing his retirement, "I will continue to follow Little League activity with interest, but time will not permit me to manage the team again next year."

In other local small fry action the Triple A league will play at 10 this morning under the direction of Lloyd Strahl. The 1964 Escanaba Jaycee tournament team will practice this afternoon following the game at 1 and every night next week at 6 in the evening.

Softball League Reaches Climax; Tournament Set

STANDINGS

Team	W	L
Hamms	12	1
Mead No. 1	11	2
Flat Rock	7	7
Skinny's Bar	6	6
Bero Motors	6	7
Teamsters	5	7
Hall Insurance	4	9
Mead No. 3	1	13

Friday Results

Mead 4, Flat Rock 3

Teamsters 11, No. 3 Mead 3

Games Tonight

6:45 — Bero's vs. Hamms

8:15 — Teamsters vs. Skinny's

Schedule

Monday

6:45 — Mead 1 vs. Skinnyy's

8:15 — Hall Ins. vs. Teamsters

Tuesday

6:45 — Hall Ins. vs. Bero Motors

8:15 — Mead No. 1 vs. Hamms

Wednesday

Reserved for rainouts

Thursday

City tourney opens

Mead No. 1 kept its championship hopes alive in the Escanaba Softball League race last night by edging Flat Rock 4-3 in eight innings at Memorial Field.

In the other game Friday the Teamsters topped No. 3 Mead 11-33.

The victory was the 11th in 13 starts for the Paper Makers who trail Hamms by one game in the race for the Escanaba league championship. Along with that championship goes the right to represent Escanaba as host in the state Class B tournament to be staged here over the Labor Day weekend.

The league title could be decided Tuesday night when Hamms and Mead clash at 8:15 for the third time this season. Each team has won one in the previous games.

Also on tap next week is the annual City tournament in which the teams will be split into two divisions. The tournament drawings will be held Tuesday at 8 p.m. at Memorial Field and the tourney will begin Thursday night.

Mead trailed Flat Rock 3-2 until the sixth inning last night when Con Yagodzinski singled and scored on a double by Tippy LeGault to tie it up. The Mill won it in the eighth when Todd Butler singled, moved to third on Yago's single and scored when a pitched ball got past the Flat Rock catcher.

Butler gave up six hits and fanned 12 batsmen while Billy Smith allowed seven hits and whiffed six.

For the Teamsters, Jack Berglund came on in relief in the second inning and blanked Mead No. 3 the rest of the way. The Teamsters wiped out a 3-1 deficit in the late innings with Nels Swanson collecting four hits in five trips.

Newberry Team, Not Soo, Will Compete Here

Tournament manager Bob Olset today announced a change in the teams entered in the 11th district American Legion baseball tournament which will begin here Thursday, July 16.

Newberry, instead of Soo as previously announced, will represent the eastern end of the district. The Newberry team is managed by Max Anderson of McMillan and will play its first game of the tournament July 17 against Powers - Hermansville at Escanaba at 6 p. m.

The tournament is a double elimination affair with a field of eight teams, largest in the past 10 years.

Lema's Caddy Given Credit

ST. ANDREWS, Scotland (AP)—Tony Lema carted the British Open Golf Championship home with him today but he says he only won 49 per cent of it.

"Tip Anderson was at least 50 per cent of this team and I reckon to say 51 per cent would not be too far wrong," the 30-year-old San Leandro, Cali., pro said.

Anderson whose right name is James Junior, may be the best caddy in the world. He's 28, the son of James Anderson who still is caddying at famed old St. Andrews, and he steered Arnold Palmer to two British Open titles and a second place that was only one shot short.

Lema's first go at British courses was here in the past three days and he whipped "the Old Lady" with 73-68-68-70 for 279 and a five-shot triumph.

"Tip did it," he said. "He taught me the first lesson, to run seven irons onto those tough greens. I put my wedge away at his advice and that's the best thing I ever did."

The great Bobby Jones required something like five years to learn you cannot attack the greens on the Old Course but must approach them with shots that might not look spectacular or even good.

Lema learned that lesson in one short morning—his opening-round 73 after only 25 holes of practice. Anderson steered him.

Said Tip, after the winning performance:

"He's a great player. His swing is about as sweet as Sam Snead's. There's very little difference in his game when you compare it to Mr. Palmer's. He is more relaxed. When something goes wrong, like a six he took at the fifth hole Friday, he forgets it immediately."

Lema's triumph qualified him for the $100,000 World Series of Golf along with Palmer, the Master's champion, and Ken Venturi, U. S. Open King. The fourth competitor will be the PGA champion to be selected at Columbus, Ohio, starting next Thursday.

ST. ANDREWS, Scotland (AP) — Top finishers in the final round of the 1964 British Open Golf Championship:

Tony Lema, San Leandro, Calif. 73-68-68-70—279

Jack Nicklaus, Columbus, Ohio 76-74-66-68—284

Roberto De Vicenzo, Argentina 76-72-70-67—285

Bernard Hunt, England 73-74-70-70—287

Bruce Devlin, Australia 72-72-73-73—290

Christy O'Connor, Ireland 71-73-74-73—291

Harry Weetman, England 72-71-75-73—291

Angel Miguel, Spain 73-76-72-71—292

Gary Player, South Africa 78-71-73-70—292

Slow Pitch

Team	W	L
Meier's Signs	14	1
River Post	13	1
Amvets-Little Mike's	8	7
Jaycee's	7	6
Bay de Noc	5	9
L&R Sport Shop	4	10
Metropolitan Hotel	3	10
Al's-Bosch	2	11

SCHEDULE

Monday

Ludington: River Post vs. Bay de Noc

Dock: L&R Sport Shop vs. Al's-Bosch

Tuesday

Ludington: Amvets - Little Mike's vs. Bay de Noc

Dock: Al's-Bosch vs. Metopolitan Hotel

Wednesday

Ludington: Jaycee's vs. Metropolitan Hotel

Dock: L&R Sport Shop vs. Meier's Signs

Thursday

Ludington: Amvets - Little Mike's vs. Meier's Signs

Dock: River Post vs. Jaycee's

OUR BOARDING HOUSE with Major Hoople



OUT OUR WAY by J. R. Williams



PRISCILLA'S POP



BUGS BUNNY



BLONDIE



BEETLE BAILEY



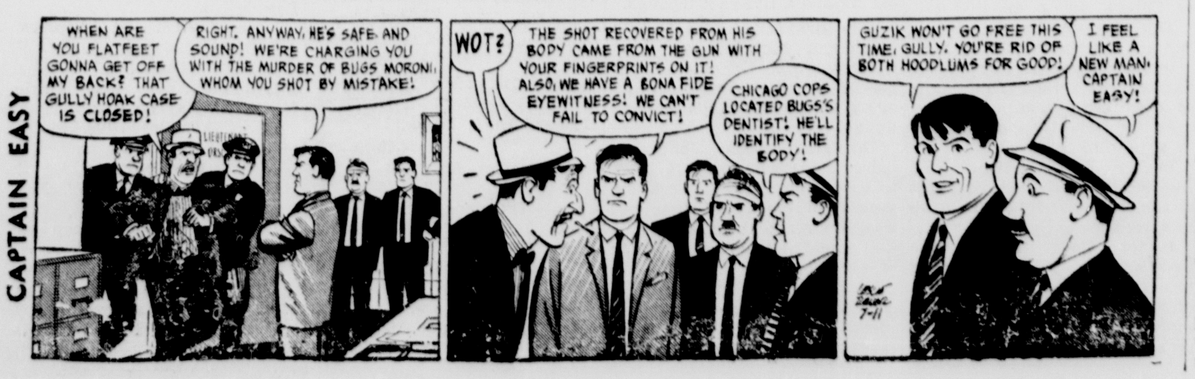
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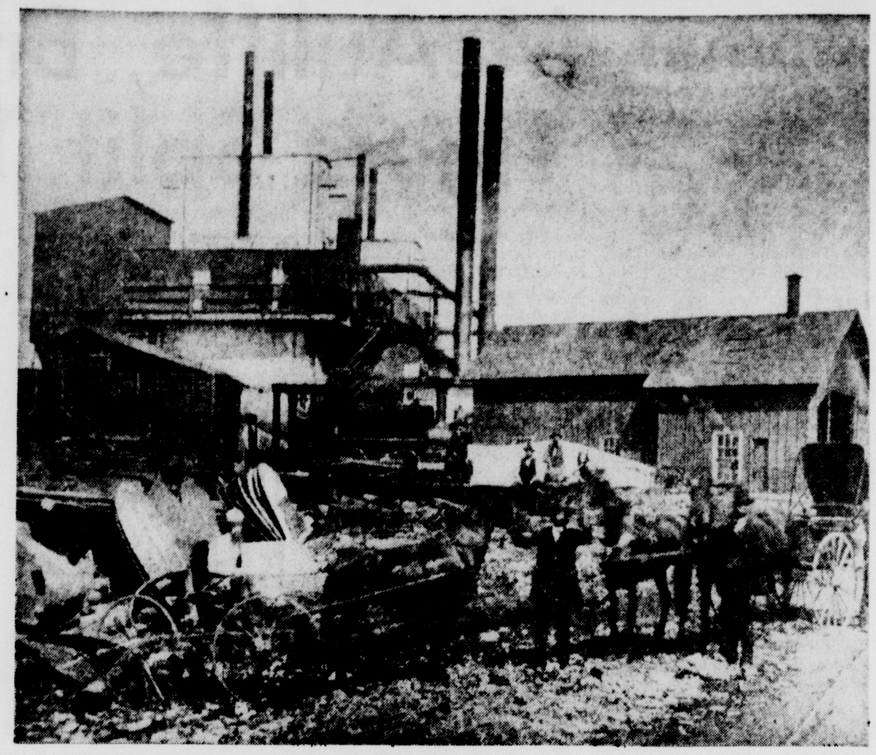


LI'L ABNER



CAPTAIN EASY





FAYETTE IN the 1870's was a busy place. The Jackson Iron Co. operation was in full swing. One of the two small locomotives used to haul fuel to the furnaces is shown in this photo of the furnace stacks and the workmen in the yards.

Peninsula Iron Industry Opportunities In Change

By M. E. VOLIN
Director, Michigan Tech Mineral Research Institute

Historically, Michigan has been the second largest producer of iron ores in the U. S. Minnesota has always been in first place, with iron formations about 10 times as extensive as Michigan's. The Minnesota and Michigan ranges together constitute one of the great iron ore resources of the world.

Approximately 900 million long tons of iron ore have flowed from the U. P. to the nation's steel-making furnaces in over 100 years.

The U. P. iron-bearing formations are distributed in three ranges, the Marquette range, centered in the Ishpeming-Negaunee area; the Menominee range, made up of two segments, one extending from Iron River to Crystal Falls and the other from Iron Mountain to Norway; and the Gogebic range extending from the vicinity of Wakefield westward into Wisconsin. These formations have been estimated to contain as much as 25 billion tons, but not all of this can be considered as ore.

U. P. Reserves

Traditionally, ores containing more than 50% iron have been shipped directly to the blast furnaces after only crushing, screening, washing, and other improvement. Today, however, ores containing 25 to 30% iron are mined, beneficiated, and shipped to the blast furnaces in the form of pellets or agglomerates.

Estimates of the low-grade, or jaspilite ores as they are called, available in the Upper Peninsula range from 2 to 7 billion long tons, with about a billion tons of this kind of ore accessible to open pit mining. Reserves of direct shipping ores, which must be mined by underground methods, are of the order of 160 million long tons.

Michigan shaft mines have been hard hit by the declining demand for their conventional direct shipping ores. Many shaft mines have been closed down in the last five years, but there is some hope that shaft mining will experience a revival. Cleveland-Cliffs Iron Co., in partnership with several other companies, will build a plant to agglomerate ores from the Mather B shaft, and other shaft mines may undertake this kind of ore improvement.

The Michigan mining industry has spent much money on research to develop the technology necessary to maintain a competitive position and a healthy industry. The challenge of high-grade imported ores has been met by beneficiation of low-grade ores to produce higher grade pellets. Michigan now has four low-grade plants with a total capacity approaching 6 million long tons of pellets a year. These pellets average about 62% iron.

Michigan Leads

By comparison, Minnesota has two plants that produce about 17 million long tons of pellets a year and a third plant in construction which eventually will bring annual production to about 20 million long tons. On basis of the historic ratio of iron ore shipments by the two states, Michigan has developed pellet capacity faster than Minnesota.

Introduction of agglomeration of underground ores in Michigan along with expansion of existing pellet plants is expected to boost production to 9 or 10 million long tons a year by 1968. Ten million long tons of pellets and agglomerates containing 62% iron will have the same amount of iron as 12 million tons of conventional direct shipping ore averaging 52% iron. This kind of record is indicative that the Michigan mining industry has been aggressive in maintaining its historic share of the iron ore business.



Earl Volin

The low-grade ores used for making pellets come from open pit mines. In 1920 when iron ore production reached its peak in Michigan, approximately 16,000 workers were employed to produce about 19 million long tons of ore containing roughly 10 million tons of iron. Since then there has been a gradual decline in employment, and in the last 10 years a sharp decline. In 1955, the average number of direct employments was about 7,500, and today it is estimated to be about 3,500, reflecting uses of machines and automation that have resulted in increased production per man.

Less Labor Needed

If, as projected for 1968, Michigan production reaches 9 million tons of pellets and agglomerates averaging 62% iron, and 3 million tons of direct shipping ores averaging 53% iron are also produced, in the terms of iron content this will amount to nearly three-quarters of the production in 1920, but it will be accomplished with about one-fifth of the manpower. Thus production per man in terms of iron units has increased about three times over the years. This is about the same increase achieved in the basic steel industry and in many other industries. Such increases have been necessary to pay higher wages and provide better working conditions, and at the same time maintain profitable operations.

Ore shipping on the Great Lakes to furnaces has some problems, and like other kinds of transportation has been subject to rising costs. The largest self-propelled ore carrier that can be accommodated by the present Soo locks is about 25,000 tons, but last year carriers pushed by tugs were put into use, and this kind of boat has more space for cargo. The limitation on boat size has been increasingly important in the bid by imported ores for our markets. The foreign ores can be shipped to eastern seaboard steel mills in large ocean vessels at much lower prices per ton-mile than for the lake shipments. Ships of 40,000 to 50,000 tons payload are in service now, and in the future it is expected that 70,000-ton ships will be used for ocean transportation of iron ores.

Shipping Change

Many improvements have been introduced in loading and unloading lake iron ore carriers. Some of the more modern boats have their own automatic conveyor type unloaders. Pellets have been found to be even easier to handle than ore, and to generate much less dust.

Advances in rail transportation are bringing the railroads more into consideration for hauling iron ore. Unit trains have been successful recently in competing with pipeline transportation of coal, and piggyback rail transportation has been particularly successful in competing with auto trucks. In the near future, an all-rail rate of $2 per gross ton for pellets seems like a good possibility for shipments to the Chicago area steel mills with Duluth, Republic Junction, Marquette, and Groveland. Unit trains would be used for this kind of haul.

Michigan mines have always enjoyed some advantage in lake transportation because of shorter hauls to the lower lake ports, and a longer shipping season at the port of Escanaba. The haul from Escanaba to the Chicago area is the shortest one and does not involve passage through locks. The possibility of shipping from Escanaba the year round has been discussed and thought feasible; as keeping this port open during the average winter is considered not too costly.

There is at least one large block of low-grade ore of the "soft," fine-grained variety in the Marquette range with several hundred million tons accessible to open pit mining that is awaiting development of an economic process to utilize this reserve. In the eastern segment of the Menominee range there are important blocks accessible to open pit mining in which the ore minerals are made up of "soft" hematite in very fine grain sizes, and in the western segment there are large tonnages accessible to open pit mining that are made up of very fine-grained, "soft" admixed iron carbonate and oxide minerals.

In the Gogebic range, the iron formations are predominately made up of "soft" goethite; but, in the eastern end of the range there is more magnetite, but this area has not been well explored. Unfortunately, only a relatively small part of the Gogebic formations are accessible to open pit mining.

To boost Michigan's iron ore business and provide more jobs much research is being carried on by the iron mining companies to solve the metallurgical problems. Two companies have research laboratories in the Upper Peninsula and are now spending over a million dollars a year to solve the problems.

State Helping

The State of Michigan also is sharing in this work by supporting research at the Institute of Mineral Research, a department of Michigan Technological University. One of the processes that has received much attention and is still under investigation is roasting to convert the non-magnetic iron minerals in the low-grade ores to magnetite.

The investigations in Michigan and Minnesota lead to two general conclusions. One is that magnetizing roasting followed by magnetic separation alone generally does not yield concentrates analyzing more than 60% iron.

The other conclusion is that the low heat efficiency and capacity of the rotary kiln type of reactor does not provide satisfactory economics.

Availability of natural gas in the Upper Peninsula at a low enough cost for industrial use would encourage introduction of the magnetizing roasting process. Further investigations are needed to develop the kind of reactor that will give satisfactory heat efficiency and high throughput.

Another pyrometallurgical process investigated numerous times is direct reduction, by means of which iron metal would be produced at or near the mining area instead of the ores and pellets. Many direct reduction processes have been developed over the years, and some have been used or are currently in use to a limited extent.

All of the processes are metallurgically feasible, but the economics have not proven favorable except under special conditions where natural gas or electric power is cheap, coke is not available or is very expensive, scrap prices are high and local markets exist for the steel or a special product such as iron powder.

Direct Reduction

The direct reduction processes would appear to have advantages for uses in Michigan and Minnesota, and in the last decade there has been a revival of interest in them. An attractive feature of these processes is that the capital cost for a plant is a fraction of that for a blast furnace plant. However, present-day economics still favor the location of iron- and steel-making plants using Lake Superior ores and pellets in the lower lake region rather than in Minnesota or Michigan.

Even though direct reduction is not competitive with the blast furnace today, such plants might come into use in the future for producing a substitute for scrap when prices get too high, thus providing greater flexibility in steel-making, and there is also the possibility that small plants will be built near the mining areas to supply semi-steel to foundries operated in conjunction with small manufacturing facilities in Michigan, Wisconsin, and Minnesota.

The future for iron ore is by no means bleak. The total capacity of our nation's steel mills is growing every year. With nearly two tons of iron ore pellets required to make one ton of finished steel, future demand for iron raw material looms strong.

The Michigan iron mining industry has done a good job of meeting the competition of foreign ores and maintaining its share of the domestic market. The iron mines will continue to be a major industry of the Upper Peninsula as long as they can produce a high quality production at competitive prices. The ability to do this will depend singularly upon a continuing and intensive research effort.

In recognition of the importance of an industry that has been in operation over a 100 years and has contributed so much to the industrial development of Michigan, the State should share proportionately in supporting the research necessary to keep this industry alive and healthy.

State Briefs

LANSING (AP) — Consumers Power Co., of Jackson, has asked the State Public Service Commission for authority to issue and sell $40 million worth of debentures, maturing not earlier than 1989. Bids on the bonds are scheduled for Sept. 9.

LANSING (AP) — Douglas Cook, administrative assistant to the emocratic leader of the House of Representatives, has announced he will seek election to the House from the 58th District.

LANSING (AP)—Gov. George W. Romney has designated the State Health Department as the official state agency to coordinate air pollution control in Mchigan. This will enable the department to receive federal funds for support of air pollution control programs.

DETROIT (AP)—Appointment of Ernest Milier as chief engineer of the Michigan Bell Telephone Company was announced Friday. Miller succeeds Roy Bradstrum, who is retiring. Miller currently is special services supervisor in the plant department of the American Telephone and Telegraph Company in New York.

Zip Code Letter Takes 57 Days To Cross Street

CHICAGO (AP)—The zip in the mails these days has letters circling the globe at record breaking speeds.

Take the 57 days it took Harry S. Albin's letter to get ecros the street.

When John Segal finally received it, he found not just Albin's stamp, but four other strange looking stamps besides.

On the back of the envelope was a note: "This letter arrived in Brazil by mistake. Am forwarding it." The stamps were Brazilian.

Albin's printing office are a 1223 S. Wabash. Segal, also a printer, has offices at 1139 S. Wabash. Albin had included the new ZIP code in the address.

Terrell Gets KO In Seventh

NEW YORK (AP) — Heavyweight contender Ernie Terrell of Chicago knocked out light heavyweight contender Bob Foster of Washington, D.C., in a controversial finish at 58 seconds of the seventh round of the television 10-rounder at Madison Square Garden Friday night.

It was the 6-foot-6 giant's 11th straight victory.

The finish came when Terrell, the favorite, maneuvered his 6-3½ rival to the ropes and pounded him with both hands.

As referee Art Mercante sought to move between them, Foster dipped and his right glove touched the canvas. Then, in a delayed reaction, he reeled to his left and fell sprawling to the canvas.

Foster rested on his seat while Mercante counted. He seemed to get up a fraction after the referee said "ten." That was it although Foster protested he had beaten the count.

Until the knockout, Terrell appeared to have the upper hand.

Terrell is the No. 3 heavyweight contender. Foster is rated ninth among the light heavies.

Terrell weighed 202½ pounds to Foster's 183¼.

State Golfers Make Tourney

LINDEN (AP) — Ted Kroll, Nick Berklich and Ben Lula qualified Friday to fill out the Michigan contingent to next month's $200,000 Carling World Open Golf tournament at Oakland Hills.

Kroll, 44, Franklin Hills pro, eased onto the squad with a five-under-par 139, building on an early start with four birdies on his first six holes. He picked up 10 altogether on the 6,940-yard Spring Meadows course.

Berklich, assistant Grosse Isle pro, and Lula, 1962 Michigan PGA champion, won tourna-

Lula and Berklich reversed their 18-hole totals, with Berklich firing an eagle on the 510-yard second hole to post a 69 for the second round, and the Hillcrest lad turning in a 69 first round performance.

Phil Wiechman, the 1963 Michigan Open champion, finished two strokes behind the pair and won the first alternate spot in a playoff with Chuck Matlack.

Besides the three, Michigan will be represented in the World Open by Walter Burkemo, exempt as a former PGA champion, Bob Gajda, who qualified on the winter tour, and host pro Al Watrous.

Babe Ruth

Schedule

MONDAY — Kiwanis Club vs. Escanaba Banks

TUESDAY — Teamsters Local 328 vs. Mead Paper Company.

WEDNESDAY — Insurance Agents Association vs. Harnischfeger Local 632.

SATURDAY — Kiwanis Club vs. Teamsters Local 328 at 10; Harnischfeger Local 632 vs. Mead Paper Company at 1; Insurance Agents Association vs. Escanaba Banks at 3.

Standings

Team	Won	Lost
Kiwanis Club	3	1
Harnischfeger Local 632	3	2
Teamsters Local 328	3	2
Mead Paper Co.	2	2
Insurance Agents	2	3
Escanaba Banks	1	4

The champion Boston Celtics were held to less than 105 points in two of their five basketball playoff games against San Francisco. They lost one, 115-91, but won the other 98-95.

Get Fast Results from the Escanaba Daily Press

CLASSIFIED SECTION

PHONE ST 6-2021

Manistique 341-5529

Gladstone GA 5-9741

WANT AD RATES

MINIMUM 20 WORDS

All Want Ads must be in by 5:00 P.M. on the day prior to the first day of insertion.

Low word rates permit a complete description at small cost.

For best results, write your WANT AD naturally and clearly.

Place ad for six times. Cancel when you get results. You will be charged only for the number of times run at the current word rate.

1 day — CASH RATE $1.60
3 days — CASH RATE $3.60
6 days — CASH RATE $4.80

TABLE SHOWING WANT AD COSTS 20 WORDS and OVER AT THE CASH RATE

Words	1 tm	3 tms	6 tms
20	1.60	3.60	4.80
21	1.68	3.78	5.04
22	1.76	3.96	5.28
23	1.84	4.14	5.52
24	1.92	4.32	5.76
25	2.00	4.50	6.00

Groups of figures count as one word. Each initial is considered the same as one word. For example:

Dial ST 6-1234 — Two words
325 S. 10th — Three words
A. Smith & Co. — Four words

Errors in advertising should be reported immediately. The Escanaba Daily Press is responsible for only one incorrect insertion.

3. Announcements

GOLF

Driving range, golf instructions. Open daily from 1 p.m., to 10 p.m. Ideal practice. Improve your game. Lee's Stop & Soc, North City Limits.

COUPON — COUPON — COUPON

"CHRISTMAS IN JULY SPECIAL"

This Coupon Good for

10% DISCOUNT

ON COLORED PORTRAITS

(One Per Customer)

at LEE'S STUDIO

1900 Ludington ST 6-6282

Baseball

By The Associated Press

NATIONAL LEAGUE

Team	W	L	Pct.	G.B.
Philadelphia	48	29	.623	—
San Francisco	50	32	.610	½
Cincinnati	43	37	.538	6½
Pittsburgh	42	36	.538	6½
St. Louis	40	41	.494	10
Los Angeles	39	40	.494	10
Milwaukee	39	41	.488	10½
Chicago	37	41	.474	11½
Houston	38	44	.463	12½
New York	24	59	.289	27

Friday Results

San Francisco 10, Chicago 3
St. Louis 3, New York 1
Los Angeles 4, Houston 3
Cincinnati 5, Philadelphia 1
Pittsburgh 5, Milwaukee 1

Today's Games

Cincinnati at Philadelphia
Milwaukee at Pittsburgh
St. Louis at New York
San Francisco at Chicago
Los Angeles at Houston

Sunday Games

Cincinnati at New York, 2
Milwaukee at Philadelphia, 2
St. Louis at Pittsburgh, 2
Los Angeles at Chicago, 2
San Francisco at Houston, N

Monday Games

Cincinnati at New York
Milwaukee at Philadelphia, N
St. Louis at Pittsburgh, N
Los Angeles at Chicago
San Francisco at Houston

AMERICAN LEAGUE

Team	W	L	Pct.	G.B.
Baltimore	50	29	.633	—
New York	47	31	.603	2½
Chicago	46	31	.597	3
Minnesota	45	37	.549	6½
Detroit	40	40	.500	10½
Boston	39	43	.476	12½
Los Angeles	38	46	.452	14½
Cleveland	35	44	.443	15
Kansas City	31	49	.388	19½
Washington	32	53	.376	21

Friday Results

Boston 7-3, Detroit 6-8
New York 4, Washington 1
Minnesota 9, Kansas City 3
Cleveland 8, Baltimore 0
Chicago 7-6, Los Angeles 4-1

Today's Games

Baltimore at Cleveland
New York at Washington
Boston at Detroit
Minnesota at Kansas City
Chicago at Los Angeles

Sunday Games

Minnesota at Los Angeles, 2
Chicago at Kansas City, 2
Baltimore at Detroit, 2
New York at Cleveland, 2
Boston at Washington, 2

Monday's Games

Baltimore at Detroit
New York at Washington, N
Only games scheduled

Around Home

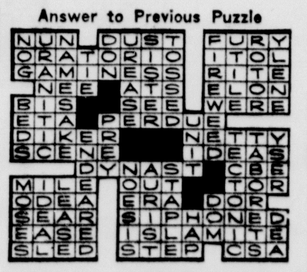
ACROSS

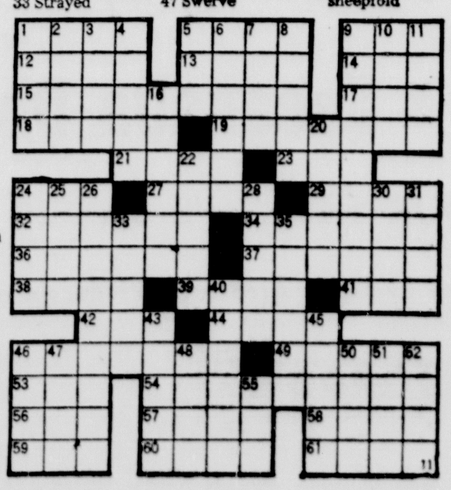
1 Window ——
5 Knotty —— recreation room
9 Sleeping furniture
12 Winged
13 Son of Seth (Bib.)
14 Hail!
15 Parts
17 Pedal digit
18 Raise a nap
19 Put into office
21 Level
23 Born
24 Primate
27 Within (comb. form)
29 Persia
32 Waste area
34 Line afresh
36 Dinner course
37 Mortises
38 Mix
39 Plant part
41 —— of chinaware
42 Hebrew letter
44 Distinct part
46 Eluders
49 Course
53 Rot by exposure
54 Withdrew from action
56 Observe
57 Arrow poison
58 Bargain event
59 Bitter vetch
60 Ocean movement
61 At that time

DOWN

1 Elapsed
2 Toward the sheltered side
3 City in California
4 Expunge
5 Green vegetable
6 Purpose
7 Christmas song
8 German city
9 Pieces of artillery
10 Cry of bacchanals
11 Legal document
16 Alarm raiser
20 Wainscots
22 Penetrate
24 Fruit drinks
25 Confined
26 Gauges
28 Hunter slain by Artemis
30 Poker stake
31 Arboreal home
33 Strayed
35 Complete
40 Ejected
43 Earn
45 Brown bread by heat
46 Gaelic
47 Swerve
48 Italian painter
50 State
51 Far off (comb. form)
52 Biblical garden
55 Scottish sheepfold

Answer to Previous Puzzle





4. Personals

WANTED: Ride to Detroit or Port Huron by two boys. Share expenses. Phone ST 6-3036 after 6 p.m.

5. Lost and Found

LOST, WILSON fielder glove, in or around tennis court at Ludington Park. No questions asked. Reward. ST 6-5157.

6. Services

THE GIFT SHOPPE

Rapid River For Unusual Gifts & Personalized Service. Dial GR 4-5161.

WINTER GARMENTS

Professionally Cleaned and Stored with FREE Moth Proofing

CITY CLEANERS

230 Stephenson Ave., Dial ST-64323

LAS VEGAS SPECIAL

6 Day Hacienda hotel tour from Chicago, meals, shows, free golf, cocktails, extras inclusive . . . $188.00. Contact World Wide Travel Service, 1406 Ludington St., Escanaba. Phone ST 6-6316.

NEED COMMERCIAL PRINTING? You'll save and get quality too at RICHARD'S PRINTING 609 Ludington St. ST 6-3540

8. Plumbing and Heating

NEW CONCEPT IN Room Heating Electric Fin type HOT WATER. Carry in like suitcase and plug into electric outlet. See Display or write DELORIA SALES, 1412 Lud., Escanaba

9. Painting & Decorating

ONE COAT

House Paint

Oil base, water thinable, 100% linseed oil, and you can clean the mess with water. See and buy it at . . .

NESS GLASS CO.
1509 Ludington ST 6-5151

MAUTZ MEANS QUALITY! Ranch Tones, House Paint and Latex House Paint. Three outstanding paints that guarantee quality! Get them at 1416 Ludington, ST 6-3772.

SVILAND-ANDERSON Paint Store

NESS OFFERS . . .
Quality Paints!

If you have exterior painting to do, be sure to use our SEMI-GLOSS or 1 COAT HOUSE PAINT. The cost is low the quality is the highest.

NESS GLASS CO.
1509 Ludington, Dial ST 6-5151

11. Well Drilling

WELL DRILLING
FRANK L. NELSON ST 6-0841
Box 319, Rte. 1, Escanaba.

WELL DRILLING
Chet Rice—ST 6-6373
2403 Ludington St. — Escanaba.

WELL DRILLING
Fred Rice ST 6-1280
1123 10th Ave. S.

WELL DRILLING
All Work Guaranteed
ERNEST NEBEL—
GA 5-9871, Gladstone

WELL DRILLING
OMER LaBOMBARD
ST 6-6539 — Rte. 1 Cornell

12. Septic Tanks

SEPTIC TANKS Cleaned & Installed, We give S&H green stamps. Mills Septic Tank Service. ST 6-3792

Septic Tank Cleaning
Modern Vacuum Equipment All Tanks and Lines Cleaned Complete . . CASH DISCOUNTS
SANVILLE BROTHERS
906 N. 21st St., Phone ST 6-6081
Formerly HAKES SEWER SERVICE

SEPTIC TANKS Cleaned & Installed. Drain fields flushed and installed. A-1 SEPTIC TANK SERVICE, GR 4-5714.

14. Sewing, Tailoring

BILL'S TAILOR SHOP
All kinds of alterations and repairs, plus new zipper installation and zippers repaired. 110 N. 14th St.

SCISSORS SHARPENED For a limited time! Household shears, 29c pair. Pinking shears $1.29. TEBEAR SEWING CENTER 1117 First Ave. North

15. Beauty Parlors

ONE WEEK ONLY SPECIALS
Permanents as Low as $8.00
PAVLICK'S BEAUTY SHOP
614 Ludington St., Dial ST 6-6341

16. Vacuum Cleaners

COMPLETE VACUUM CLEANER SERVICE. All makes and models. New and used Cleaners. GASMAN'S VACUUM CLEANER SERVICE 420 S. 7th St. Dial ST 6-2544

18. Radio and TV Service

REPAIR SERVICE: Radio, TV, Color TV. Phono . . . You name it ABE HERRO ELECTRIC, 1311 Ludington, ST 6-4621.

PLOUFF RADIO & TV
Repair and service all makes Dial GA 5-1171.

Radio & TV Repairs
Expert Service. Dial ST 6-7351.
MEISSNER RADIO & TV

YOU CAN GET GOOD TV IN THIS AREA!
It's easy . . . all you do is CALL ST 6-2244 FOR CABLE TV

21. Dogs, Pets, Supplies

WHITE TOY POODLES Puppies. Call Carney 23F21.

For Sale - German Shepherd puppies. Purelbred. See at 515 Washington Ave., Manistique or call Manistique 341-2700.

23. Help Wanted, Female

COOK. VAGN'S Diner, afternoon shift. Good wages. Apply in person.

HOUSEWIVES want to earn $1000 by Christmas? Playhouse Co. needs demonstrators to sell toys. Work only Aug. to Dec. No cash investment, Del. or collecting. Write or call: Mrs. Leona Mattison, Amberg, Wisconsin. 759-2400.

LADIES - GET A Free set of sales equipment from Realsilk and earn immediate profits taking orders with new fall line of quality apparel. Also opening for full time Unit Manager. Air mail Realsilk, Inc., Box 956, Indianapolis, Ind.

BUY & SELL

THE CLASSIFIED WAY

24. Help Wanted, Male

WANTED TAXI DRIVERS, 30 to 40 years. Full time or part time. Apply in person 523 Ludington.

EXPERIENCED AUTO MECHANIC for Progressive Ford dealership. Excellent working conditions and fringe benefits. TOWN & COUNTRY SALES, Inc., 617 S. Carpenter Ave., Iron Mountain, Mich. Phone 774-6657.

MAN: Special type route work. 56 stops. 50 hour week. Can earn $120 weekly. Permanent. Home nights. Write box 0100 care of Daily Press.

YOUNG BUSINESS EXECUTIVE

Young man, between 26-45, with executive ability, good education and pleasing personality, who is accustomed to active contact with the public. If qualified, write briefly, stating age, education, business experience, minimum income requirements, and other pertinent information. This position is a permanent one with a nationally known company. Unexcelled long range income growth. Box 1365 care of Daily Press.

JOB OPPORTUNITY FOR PATROLMAN

The Escanaba Civil Service Commission, at their July 6, 1964, meeting, granted a temporary waiver of residence requirements for the announced examination for Patrolman. Any qualified resident of Delta County may apply. Applicant must have completed the 12th school grade, have an aptitude for police work, be not less than 21 years of age nor more than 33 years at the announced date of examination. He must be not less than 5' 9" in height and weigh not less than 145 lbs., nor more than 6' 2" in height and weigh not more than 220 lbs. Application blanks and further information may be obtained at the City Hall. The last date for filing applications is July 20, 1964.

25. Wanted, Male - Female

IMMEDIATE OPENINGS

Registered Nurse — Modern 20-bed hospital. Housing available.
Male Stenographer—Ability to take shorthand-general office work.
Metallurgist—2-3 years experience in flotation work.
Civil Engineer—For project work in Engineering Dept.
Diesel Mechanics—3-5 years experience in heavy equipment maintenance. Underground work — must pass standard tests.
Electricians—3-5 years experience in industrial electricity. Underground work—Must pass standard tests.

Apply in person, or write, stating full particulars to — Employment Office, White Pine Copper Company, White Pine, Mich.

26. Situations Wanted

LAWNS MOWED $1.00. Dial ST 6-2795.

CHEV. POWERGLIDES overhauled, complete labor $35. Plus parts, also general motor repairs. Martinson Auto Repair, 1410 N. 18th. St. ST 6-3776.

28. Business Opportunities

1 MILE OF SAND Beach on Pete's, Grassy and Long Lakes. Wholesale price. Will sell all in one or in smaller parcels. Invest for a return of 12 - 15% or get a 500 foot parcel for the price of 250 feet at retail. Resell part of it and get your own lot free. Call ST 6-6151.

ROSE-ART MOTEL, located 1 mile South of city limits on M-35. Modern home and 7 units completely furnished, everything like new. Going business and available now. $8,500 down and balance on easy terms with no interest charged to buyer on balance. Located on lot 220 ft. fronting highway and 300 ft. deep. Will also consider leasing motel to right party. Call ST 6-0286 for appointment.

29. Insurance

SEE BILL PERRON

ST 6-7661

FOR ALL YOUR INSURANCE NEEDS . . See your ALLSTATE AGENT, JACK BECK at Sears or Call ST 6-6501.

31. For Sale

1956 GENERAL Housetrailer. Good condition, 10 x 45' Call EL 6-3953

WINDOW SHADES, Washable, cut to your measurements. HAWES PAINT AND FLOOR COVERINGS, 920 Ludington. Dial ST 6-0150.

LARGE 3 ROOM imported tent with assorted accessories; 1-10 ft. aluminum fishing boat, with 5 H.P. motor; 1896 Model Edison standard tube type record player with 37 playable records. Call DI 6-3550, Gwinn, Mich., or may be seen at Lot 94, Starfire, K. I. Sawyer Air Force Base.

85,000 BTU AUTOMATIC Gas space heater, $45; $200 Value. Small boys, 2 wheel bike, $10; Swing set and slide $12; Piano $30; Baby play pen $4; Hamilton gas dryer $35. 2005 12th Ave. S.

COTS — $5.98
SURPLUS STORE
1115 Ludington St.

32. Farm, Dairy Supplies

335 GAL. MAJONNIER Bulk tank, 2 H.P. compressor, 3 years old. John Kronemeyer, Pickford, Mich. MI 7-5768.

4 Pt. BARB WIRE, $9.95 per Roll
Escanaba Feed Store
700 Stephenson Avenue

33. Farm Implements

NEW BALE THROWER with motor, $300.00—New Holland Self Propelled Baler, priced to sell—Good Hay Conditioner, $375.00—2 Side Rakes — 10 Tractors — EARL'S EQUIPMENT SALES, Escanaba Livestock Yards.

36. Refrigerators, Freezers

8 USED REFRIGERATORS To choose from. Priced from $29.00 and up. LASNOSKI APPLIANCE, 1019 Ludington, ST 6-3333.

1 WESTINGHOUSE REFRIGERATOR, 9 Cu. ft. First $50 takes it. Dial ST 6-3560.

LEGAL NOTICES

The application of WLST owned by Mining Journal Company, Limited, Frank J. Russell Jr., sole stockholder, for a renewal of its license to operate this station in the public interest was tendered for filing with the Federal Communications Commission on July 6. Members of the public who desire to bring to the commission's attention facts concerning the operation of the station should write to the Federal Communications Commission, Washington 25, D. C., not later than August 5. Letters should set forth in detail the specific facts which the writer wishes the Commission to consider in passing on this application.

16575—July 10, 11, 13, 14

37. Washers, Dryers

KENMORE Deluxe Washer: Used only 3 years $19.00. LASNOSKI APPLIANCE, 1019 Ludington ST 6-3333.

USED AUTOMATIC WASHERS: Come in and we will demonstrate how well they work. Price from $59.95 and up. All guaranteed and ready to go.
ADVANCED ELECTRIC
1211 Ludington Dial ST 6-7031

38. Specials at the Stores

SPECIAL!!! CLOSE-OUTS!!! Barbecues & Accessories — Picnic Baskets — Bug Catchers—Sprays, Etc. DELORIA SALES (Across from the Ford Garage) 1412 Ludington St., SEE THE ONLY STORE OF IT'S KIND.

39. Furniture, Rugs

SUMMER SPECIALS IN
Used Furniture

2 PC. DAVENPORT & CHAIR SET with nylon upholstery and foam cushion, really in excellent shape $99.00
Wood, Coal and Gas Combination COOKING RANGE in perfect working order $49.00
REFRIGERATOR, Apartment Size, 24 inch width $25.00
8 by 10 RUG in a 501 Dupont Nylon. Like new $39.00
2 Twin Size Matching HOLLYWOOD BEDS (complete) Both for $59.00
Platform SWIVEL ROCKER $19.00

HOME SUPPLY CO.
1101 Ludington St.

MERRY HILL
Carpeting by Lees
ALL CONTINUOUS FILAMENT DUPONT NYLON
- extremely long wearing
- soil and stain resistant
- cleans easily

Completely installed with 40 ounce rubberized pad $10.95.
SWENSON BROS. FURNITURE
915 Delta Ave., Gladstone
Phone GA 5-9021

USED 30" GAS RANGE—Chest-Wardrobe Combination — Used Chairs — Used Breakfast Sets — NEW, 2 pc. Living room Sets. Only $139.00 — PELTIN'S, ST 6-4644.

GRAY ALL WOOL Gulistan carpeting, size 15' x 18', good condition. Inquire 816 S. 14th St.

ASSORTED 9x12 LINOLEUM Only $3.89 — Hoover Cleaner $39.95 — Hoover Belts, Bags, Brushes and Service while you wait — Transistors $14.95 — Baby Strollers $14.95 — Buggies $19.95 — Car Baby Travel Seat with Steering Wheel $4.95 — Twin Size Hollywood Bed, only $39.95 — Lloyd's Outdoor Tables, Umbrellas, Swings — Good Used Studio Couches. Immediate Delivery. IVAN KOBASIC FURNITURE Just past the Delft Theatre in Escanaba.

FLOOR COVERINGS

SANDRAN, ARMSTRONG, GOODYEAR, PURE VYNILE, Lifetime Guarantee. WILTON CARPETS. From $6.95 and up. Alo EXPERT INSTALLATION. PELTIN'S, 1307 Ludington St. ST 6-4644.

40. Household Articles

FOR SALE: CHROME Dinette set. Cheap. Delona Motel.

41. TV's, Radios, Phonos

ARVIN AUTOMATIC Record Player, Reg. $49.95, Now only $37.50 and as low as $1.25 per week. B. F. GOODRICH, 1300 Ludington, ST 6-7783.

FREE ZENITH RADIO! Register during our BIG SALE!
MODERNE APPLIANCE
1620 Ludington St. ST 6-4493

A FEW LEFT: 1964 Television Sets! Console models as low as $189.00 with trade. LASNOSKI APPLIANCE 1019 Ludington, ST 6-3333.

42. Appliances

REPOSSESSED 15 Cu. Ft. chest type freezer; 1 used roto-tiller, 3½ horse with new motor, like new. Pay the balance. GAMBLE'S BARK RIVER, HO 6-9905.

43. Ranges, Heaters, Parts

USED ELECTRIC RANGES: 30" and 40". USED GAS RANGES: 40". Prices start at $19.00. LASNOSKI APPLIANCE, 1019 Ludington, ST 6-3333.

44. Wearing Apparel

"THE TIE SHOP & CAMPUS CORNER" Offers . . . Everything in Accessories for the man! NEW LOCATION 922 Ludington St.

$AVE MORE
At The Whole Family Store
FINEMAN'S FGG

47. Rummage Sales

GOOD CLOTHING, household goods, clean, good condition. Reasonable. Monday, July 13, 9:30 a.m. 316 N. 14th St., rear entrance.

49. Sporting Goods, Guns

"We Bought The Show"

. . .That's right . . . we bought the whole gun display at Western Auto's May Show! So, we can give EXTRA LONG TRADES on new Rifles and Shotguns. One of a Kind value! Layaway now or buy on time.
BECK'S WESTERN AUTO

50. Articles Wanted

WE'LL GIVE YOU Top trade in price on your present refrigerator on a new Hotpoint Refrigerator. Get immediate delivery and pay as little as $10.00 per month. IVAN KOBASIC FURNITURE, Just past the Delft Theatre in Escanaba.

51. For Rent

2—1 BEDROOM APARTMENTS in Bark River, 1 has range and refrigerator and heated; other one is completely furnished. Dial HO 6-9905.

52. For Rent, Furnished

3 ROOMS, Nicely furnished: clean, TV cable, suitable for couple. Call ST 6-4516 before 4:30.

BRIGHT 2 ROOM Studio apartment, upstairs, front and back entrances, garage $55. Dial ST 6-6240.

4 ROOM UPPER apartment for bachelor or couple, heat and hot water furnished. Call ST 6-0645 for appointment to see.

LOVELY FURNISHED Apartment, bedroom, kitchen, living room, shower, tv cable. Automatic washer and dryer on Premises. Fine location. Dial ST 6-1106.

PRIVATE UPPER 3 room furnished apartment, full bath, heated, all utilities paid. ST 6-1208. 1801 3rd Ave. N.

A MODERN COTTAGE on the bay, rented by week month or longer, adults. Near Rapid River. Phone GR 4-9245 or ST 6-2216.

53. For Rent - Unfurnished

MODERN COTTAGE, 2 Bedrooms, bath & garage, 3 miles North of Rapid River on US-41, electric hot water heater, GR 4-9611.

MODERN, Two bedroom cottage, garage at Ford River, near M-35. Call ST 6-6515.

NICE 5 ROOM UPPER apartment, heated. Dial ST 6-6284.

53. For Rent - Unfurnished

3 ROOM MODERN HEATED, apartment, carpeted living room, paneled walls, stove and refrigerator, 1406 Ludington. Call Ludington Motors ST 6-1621.

UPPER APARTMENT, 4 rooms and bath, heat, hot water and cable included and garage. Dial ST 6-6807.

2 BEDROOM Upper apartment, cable tv, kitchen cupboards. Reasonable rent. Call ST 6-1040 or inquire 523 1st Ave. S.

THREE ROOM Heated Apartment, with bath and hot water. Inquire 723 Michigan Ave., Gladstone GA 5-8861.

THREE ROOM HEATED APARTMENT with bath and hot water. Inquire 723 Michigan Ave. Gladstone. GA 5-8861.

FIRST FLOOR, 1 bedroom apartment, enclosed porch, garage. Ideal for older couple $60. Dial ST 6-6240.

2 BEDROOMS, Wonderful location, children or older couple welcome. Heat, laundry, drapes and parking included. Cable available. Dial ST 6-6278.

5 ROOM COTTAGE, oil heat, automatic hot water, garage, in desirable location. Adults preferred. References required. Write Box 1351 Daily Press.

3 ROOM APARTMENT, near downtown, heat and hot water, laundry facilities furnished. Dial ST-6-1266.

3 BEDROOM HOUSE, garage, 309 Wisconsin Ave., Gladstone. Dial ST 6-2212.

2 BEDROOM UPPER apartment, heat and hot water furnished at 318 S. 12th. Dial ST 6-5725.

5 ROOM HOME AT 524 Superior Ave. Gladstone. Immediate possession. Dial GA 5-8243.

55. Wanted to Buy

Bulk Petroleum Station & Business — In or near Escanaba. Write Box 0044, care of Daily Press.

USED CAMPING Equipment, tent, trailer, cots, stove, tables, etc. Dial ST 6-7573 days.

57. Real Estate

3 BEDROOM RANCH type home. Carpeted and fireplace, full basement, garage, lot 100 x 150'. 1616 Lake Shore Dr. ST 6-6968.

2 BEDROOM HOME, near Senior High. Phone ST 6-2514 or ST 6-5435.

NEW 3 Bedroom ranch home, near completion. Corner lot. Complete price $10,500. Will arrange financing with Small down payment. ST 6-1122.

3 BEDROOM HOME, Paneled breezeway, attached 2 car garage, 5 acres land, near Escanaba. FHA Terms available, ST 6-7330.

FOR SALE IN FLAT ROCK, 4 bedroom home, 3 years old, full basement, 1½ car garage, oil heat, large yard. ST 6-3094.

2 BEDROOM HOME, like new. Can make 1 or 2 bedrooms upstairs, 4 years old. 906 S. 14th St. ST 6-6173.

GOLDTHORPE ENTERPRISES of McMillan, Mich. LU 6-3205. Offers beautiful lots in Florida. $25 down, $20 month. Will buy these lots back if they fail to double in value in 10 years. Developer and builders, Michigan and Florida since 1932.

SMALL 3 or 4 BEDROOM home, oil furnace with 40 acres of land on Ford River. 12 miles from town. Will sell on land contract. Dial ST 6-6807.

• • BLUFF FRONTAGE LOTS Beautifully wooded, Overlooking Little Bay de Noc, Glad., Contact: MARBLE HIGHLANDS, GA 5-9071.

U. P. REALTY OFFERS

20 WOODED ACRES and small house at Osier. Has a trout stream across property. Drilled well. Is on good county road. Full priced only $1500.

40 ACRES of good timber and 2 bedroom cottage, partly furnished at Stonington. At end of road, good water, best of deer hunting. Also, would make a nice summer home. Only $5,800.

NEAR BISHOP LAKE, in Hiawatha National Forest. Well wooded 200 x 400 ft. lot, with good hunting camp. Good water. Is at end of road. The best of hunting and fishing. Only $750, full price.

JUST LISTED. 12 fortys of fine timber and recreation land. West of Watson, near the Ford River. Everything the hunter wants. Be good for a hunting club. Priced at only $13,000. A good road into property.

U. P. REALTY, Realtor
Call Rapid River GR 4-9291, Ken Scott.

LAKE SHORE DRIVE, 2 bedroom, full basement, oil heat, fireplace, aluminum siding. Priced reasonable. Terms available, ST 6-7488.

NEW LOG HOME, five room and bath, Lake Louise at Hamilton Lakes, interior unfinished. Birch lot 100' x 380 Ft. Channel on one side creek on the other running through length of lot. Dial LO 3-3694.

TAVERN
PRICE REDUCED

Owner ill must sell. $9000 with terms or $8000 cash. Dial ST 6-1308 or GR 4-5771. Ask for Al Belanger.

STATE WIDE
2209 Ludington
Open 8 a.m. to 6 p.m.
MONDAY THRU SATURDAY

TWO LOTS 90' x 150'. City water in. Special this week. $600 Each. Both for $1100. 14th Ave. at 30th St. South. ST 6-7410.

6 ROOM FURNISHED Home, Complete as is. Inquire across from Gulf station at Sylvan Point.

3 LOTS, JOHNSON addition, Wells. Phone ST 6-2036 after 7 p.m.

Real Estate-Insurance
Auto - Fire - Life - Accident
DICK JUETTEN,
1903 Lud. St. — ST 6-4560

WILL TRADE Building lot 100 x 450 on Stonington Road 513 with water, easement for mobile home or sell for $750. Call GR 4-5104.

ARE THE OLD FAMILY Deeds recorded? If they are, an Abstract of Title will show them — together with other evidence necessary to set forth a good chain of title. An abstract and attorney's opinion of title, kept up to date, will make selling, building, or remodeling much easier.
DELTA ABSTRACT COMPANY
Our 75th Year
801 Lud. St. Escanaba 786-3511

BELIEVE ME ITS A BEAUTY!

And the best priced and located here in Escanaba, 3 bedrooms, large living room with fireplace, basement with recreation room, and laundry; beautiful family room, and many, many extras. White brick construction. Get the complete details from:
JOHN F. PEARSON
PROPERTY APPRAISAL
REAL ESTATE - INSURANCE
1307 10th Ave. S., Dial ST 6-4029
CHECK MY MANY LISTINGS!

57. Real Estate

NEW 4 BEDROOM under construction, large rooms, 2 baths, garage. Now priced under $10,000. You can save-save-save on this beautiful home by completing interior or we will complete for you. ST 6-1122.

HOME FOR SALE at 428 S. 15th. $3300. Dial ST 6-6173.

MODERN HOME With 35 acres of land, 15 cleared, rent 2nd growth timber on good highway; ½ mile from schools and stores. Call HO 6-7411.

DOTSCH REAL ESTATE
Specializing in Bay de Noc and Lake Michigan Properties
Garden, Michigan — 644-2369

REDUCED TO $11,000. 3 bedroom ranch style home. New paint and tile inside; Fireplace, full yard and basement with shower and new oil furnace at 220 S. 22nd St. Dial ST 6-2866.

160 ACRE FARM with buildings. Flat Rock, Mich. Call ST 6-6356.

2 BEDROOM COTTAGE on county road on Wilsey Bay. Furnished, drilled well, 200 ft. bay frontage. Will take land contract. ST 6-2042.

1011 S. 19th St. 4 BEDROOM ranch home, carport, Rusco windows, 7 years old. Owner transferred. Immediate Possession. Call ST 6-6355.

RAPID RIVER AREA

Basement home now occupied. Ideal location on large lot. Reasonable.

★ ★ ★

7 Unit Motel. Priced right, suited for retirement or added income.

★ ★ ★

2 Bedroom Home. Full price only $5900.

★ ★ ★

Colonial Home, 5 bedrooms, on Whitefish River, plus added income.

★ ★ ★

Hunting Camp and 40 acres.

★ ★ ★

3 Bedroom home, 100 acres cleared, 10 acres timber and river frontage. Has barn and other buildings.

★ ★ ★

Modern Home with small business. Can be purchased separately.

★ ★ ★

CHARLES H. BURTON
REALTOR
GA 5-6081
LESLIE CASWELL, Salesman
GR 4-9361

HOME WITH Double lot at 201 S. 16th St. Dial ST 6-1427.

2 BEDROOM HOME, Gladstone Bluff. Call for appointment, GA 5-9531.

2 BEDROOM HOME, 14TH AVE. S.

Large kitchen with cupboards, hardwood floors, full basement, oil heat, nice garage with breezeway. Well insulated and excellent construction. 3rd bedroom could be put in at very low cost. Approximately 1 acre of land. Well landscaped. Full price $11,950. Call ST 6-1308 or ST 6-2289. Ask for Ron Pertile.

STATE WIDE
2209 Ludington
Open 8 a.m. til 6 p.m.
MONDAY THRU SATURDAY

OWNER SAYS SELL!

We have a well conditioned home on a perfect location for a large family with school aged children, 5 bedrooms with large kitchen, living and dining room; 100 x 100 ft. lot and garage. Priced at only $7,000. Call us for details.

Dick Juetten, Realtor
1903 Ludington St., Dial ST 6-4560

WILL BE SOLD TO HIGHEST BIDDER

#1 — 75' vacant lot, 309 S. 8th St.
#2 — 75' Frontage Sister's Home (vacant) 317 S. 8th St.
#3 — 150' frontage, Parsonage and 2 car garage (vacant) 325 S. 8th.

All reasonable offers will be considered. Contact: ART GOULAIS, 114 S. 10th St.

STOP

AT DON'S STANDARD SERVICE. (622 N. 23rd St.) Anytime! We're open 24 HOURS DAILY to serve you better!

PORTAGE POINT 2 large bedrooms, paneled 15x30 living room, stone fireplace, large kitchen, utility room and bath, landscaped patio, 100 ft. beach frontage by 280 deep. Call ST 6-1709 days, ST 6-2179 evenings.

TALK WITH ST 6-4029
JOHN F. PEARSON
ALL FORMS OF INSURANCE

59. Builders

BLACKTOP PAVING: Estimates on driveways, parking lots, etc. Free. Phone: BICHLER PAVING CO., ST 6- 1781.

60. Building Supplies

CLOSE-OUT ON 15 # and 30 # FELT at $2.40 per roll. ARVID ARNTZEN, Rte. 1, Esc.

61. Automobiles

1964 M G MIDGET, fully equipped, take over payments. Dial GA 8-9052.

1963 CHEVROLET CORVAIR. Best of condition. Only 13,000 actual miles. Stick shift, has bucket seats and radio. Can be seen at Mueller's Restaurant at Ford River.

1960 OLDSMOBILE, 2 door with accessories. $1150. Dial ST 6-3028.

61. Automobiles

1958 PONTIAC REBUILT engine and transmission; 1920 Studebaker Landeau coupe, body good condition. Phone 477-2680. Anthony Ozanich, Engadine, Mich.

1959 FORD GALAXIE convertible, excellent condition. Call ST 6-6018 or see at Fred's Super Service.

1931 MODEL A. Best offer takes it. 915 Montana Ave., Gladstone.

PRIVATE OWNER, 1959 Ford station wagon, top condition throughout. See Joe at Dave's Auto Body.

62. Auto Service, Parts

DRIVING SIDEWAYS? Have your car checked at TILBERT'S BRAKE SHOP, 501½ Stephenson Ave., Escanaba. Dial ST 6-5184. We give S & H stamps.

64. Boats, Motors

THOMPSON 16 Ft., 40 horsepower Evinrude, fully equipped with extras and trailer. ST 6-5665.

14 FT. RUNABOUT, 25 H.P. Mercury, canvas top, trailer, upholstered seats, remote controls. Also one 6 H.P. Clinton Outboard. GAMBLES of Gladstone.

14' RUNABOUT, 25 Horse Johnson, factory built trailer, remote controls, water skies, life jackets, sacrifice; $395. 1522 Wis. Ave., Gladstone.

SPECIAL: 14 Ft. Super Fisherman. Regular $305.00 . . . NOW $280.00. SEE THE NEW Larson Fiberglass Model 142.
SORENSON'S MARINE SALES
515 Ludington Street

65. Mobil Homes, Campers

MOBILE HOMES at Big Savings Furniture or anything in trade. U.P. TRAILER SALES, IRON MOUNTAIN. Mich.

For Sale — 1959 10 x 50 Palace Trailer. $2500. Phone 644-2657 mornings or contact Larry Wilson, Garden.

SEE OUR FINE Selection of mobile homes and travel trailers. MARINETTE MOBILE HOME SALES, MARINETTE, WIS.

2 WHEEL Folding Travel Trailer, large size. Sleeps 6. 15 H.P. Johnson Outboard motor, 1111 Michigan, Gladstone. GA 8-9445.

66. Motorcycles, Bicycles



FRANCIS LUENEBURG, chief lifeguard at Escanaba municipal beach, instructs a class in swimming. Here the technique of holding the breath with head under water is being taught as the youngsters crawl along the bottom. (Daily Press Photo)

Tributes Mark 100 Years Of Ore Shipping

(Continued from Page 1)

representative ore train at 1st Ave. N. in the 500 block; boat rides offered by the Escanaba Yacht Club had takers including a group of North Western officials, who were out on the bay about 9 a. m.; and at noon there was an invitational luncheon at the House of Ludington.

Centennial Plaque

Jean Worth was toastmaster and Heineman, Fitzpatrick and other North Western officials, Hogberg, and other visiting industrialists and public officials were guests.

An impressive ceremony at 3:30 following the parade was the unveiling of a plaque and its dedication at the Municipal Dock. John J. Mitchell, president of the Delta County Historical Society, was master of ceremonies, and Mayor George Rusch and Queen Geraldine LaFleur were participants.

The plaque recognizing the North Western and the Iron Ore Centennial is mounted on a five-ton boulder of iron ore. North Western Railway board chairman Hieneman expressed the Railway's appreciation.

A water ski show by the Aqua-Nuts and public tours of the Coast Guard Cutter Sundew at the Municipal Dock were other scheduled events of the afternoon.

Historic Occasion

The eventful day will conclude with a City Band concert at Ludington Park beginning at 8, followed by a colorful Venetian Night program sponsored by the Escanaba Yacht Club.

The Ore Centennial marks a century that began with the shipment by the North Western of slightly more than 30,000 tons of iron ore in 1864. Now, 100 years and 340,000,000 tons of ore later, Escanaba continues to be one of the leading iron ports and the only port of its kind on Lake Michigan.

Progress in the beneficiation of low grade iron ores to increase their iron content, plus cooperative effort in ore handling by the North Western, forecasts a promising beginning for the port's second century.

Michigan Poll For Kennedy

DETROIT (AP) — Michigan voters overwhelmingly prefer Atty. Gen. Robert F. Kennedy for the running mate of President Johnson on the national Democratic ticket, a Detroit News poll reveals.

Kennedy was preferred by 48 per cent of a cross section—Democrats, Republicans and independents — in the poll conducted by Richard W. Oudersluys, president of Market-Opinion Research Co.

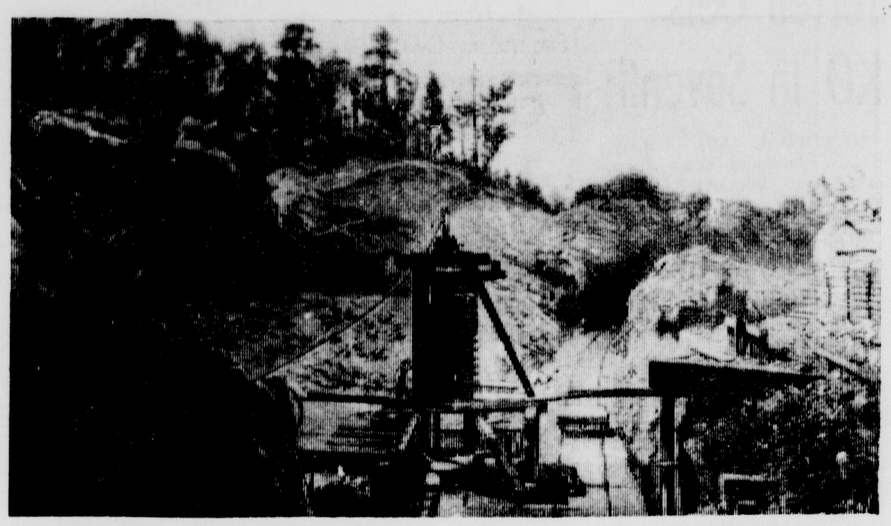
Within the Democratic Party, 67 per cent preferred the brother of the late President Kennedy, the News reported Friday.

Defense Secretary Robert S. McNamara, with 17.8 per cent ranked closest to Kennedy in the cross section preference for a Democratic vice presidential nominee.

McNamara, among Democratic voters only, was preferred by 11 per cent, as was Minnesota Sen. Hubert Humphrey. Humphrey received 14 per cent in the cross section, the newspaper said.

Ten per cent of all voters polled favored R. Sargent Shriver, Peace Corps director and brother-in-law of the late President, the poll said.

In the cross section, 2 per cent each preferred Minnesota Sen. Eugene J. McCarthy, New York Mayor Robert F. Wagner and California Gov. Edmund G. (Pat) Brown. The remaining five per cent expressed no preference, the poll said.



JACKSON IRON Mine near Negaunee, first major iron mining development in the Upper Peninsula, was financed by the Jackson Iron Co. Ore from this and other mines was brought to Escanaba by rail and thence loaded into boats to be transported to the smelters on the Lower Lakes.

Lansing Office Bids Received

LANSING (AP) — The State Building Division reports low bids totalling $4.9 million have been received for the first phase of a $35 million state office building complex at Lansing.

Building Division Director A. N. Langius said the bids were for an underground, two-level, off-street parking structure and foundations for three new buildings.

Lowest of the six bids received for the general construction contract was from Erickson-Lindstrom Co., of Flint, at $3,924,444, Langius said.

Spitzley Corp., of Lansing, was lowest of four bidders, at $462,850, on the mechanical contract. Lansing Electric Motors was lowest among six bidders on the electrical contract, at $331,134.

The bids still must be reviewed by the House-Senate Capitol Development Committee and then approved by the State Administrative Board.

Negro Educator Slain By Sniper At Colbert, Ga.

COLBERT, Ga., (AP)—A Negro educator was shot to death by a sniper today as he was riding in an automobile with several other persons.

Police at Colbert, about 70 miles northwest of Atlanta, said Lemuel A. Penn, director of adult education for Washington schools, was killed by a bullet fired from another automobile.

Penn was a lieutenant colonel in the Army Reserve and was returning from summer training at Ft. Benning at Columbus, Ga.

Police said the Penn automobile was traveling north on a Georgia highway while the car from which the fatal shot was fired was traveling in the opposite direction.

Bird May Cost Airline $150,000

MERIDA, Mexico (AP) — A buzzard sucked into the engine of a Pan American jet Friday may cost the airline $150,000.

The bird was drawn into the jets motor as it took off from here. The pilot was forced to land again.

The plane blew out two tires on landing and Pan American had to put the passengers up in a local hotel while it sent for a new engine.

Wife Will Run Against Husband In Flint Ward

FLINT (AP)—"You can't tell your husband everything, you know," says Mrs. Patricia Milan.

For instance, she didn't tell him she plans to run against him for a first ward seat in Flint's non-partisan City Commission election. To Edward Milan, 40, a jeweler, the news came as a surprise.

The couple say they have disagreed about some local political issues.

Milan found out about his wife's campaign plans when he went to the city clerk's office to obtain nomination petitions. Later he learned his wife had picked up a set—but the petitions weren't for him.

"Nope, they were for me," Mrs. Milan said, "But it will be a friendly campaign."

Leaking Barge Spreads Fumes At Sarnia, Ont.

PORT HURON (AP) — Tank trucks pumped several hundred tons of sulfuric acid from a leaking barge at a Sarnia, Ont., dock Friday as acrid fumes spread into the city's downtown area.

A spokesman for the owners, Tank Truck Transport, of Pointe Edward, Ont., said the highly corrosive acid could have created a "dangerous situation."

He said the leaking McManus will be towed into Lake Huron today and sunk. The company transports acid from Bying Inlet in northern Ontario to Sarnia's Chemical Valley.

Isabella

Birth

Mr. and Mrs. Garland LeVigne are the parents of a daughter, their first child, born July 7. The infant weighed 6 pounds. Mrs. LeVigne is the former Helen Pelletier. The infant is the first grandchild of Mr. and Mrs. Francis LeVigne.

Jim Morrison of Flint visited his parents, Mr. and Mrs. Ralph Morrison.

Mr. and Mrs. Leon Clausen have returned from a Mackinac Island honeymoon and are residing at Perkins.

St. Anne's Guild held a picnic Thursday at Flowing Well State Park.

Mr. and Mrs. Donald Carson and Paul, Paul Hintz and Mr. and Mrs. John Clanderman of Sheboygan Falls were guests of Mrs. Esther Bonifas.

Robbers Lose Police Gunfight

ST. LOUIS, Mo. (AP) — Two men wanted in connection with a robbery, the abduction of a woman and the theft of two cars were arrested Friday night after a brief auto chase and gunbattle with police.

St. Louis County police forced off the road the car driven by the two men and shot it out with them before one of the fleeing men was wounded.

He was identified as Joseph House, 23, of Montreal, Can., who was shot in the left arm. The other, Gerald Roy, 21, of Brooklyn, Mich., suffered minor facial cuts in the crash. Both were taken to County Hospital.

Police said the two men held-up a St. Louis market and took $125 in cash and some groceries. They commandeered a car driven by Mrs. Frances Metzger, 43, of Alton, Ill., in a nearby allley, police said. Mrs. Metzger was released unharmed in the southwest county.

She callled police and the search for her car began.

Police later answered an accident call in the county and it turned out to have involved the woman's car. The occupants had fled the scene, but it was later learned they had forced a man at gunpoint to give them his auto.

Police finally located the second car and after a brief chase, forced the fleeing car off the road.

Romney's Office Intruder Gets Right To Appeal

LANSING (AP) — The prosecutor who sent him to a mental institution has intervened to make sure that a Miami man who invaded the office of Michigan Gov. George W. Romney with a knife and a gun will have fair chance of appeal.

Ingham County Prosecutor Leo Farhat intervened for Charles P. English to give the 37-year old mental patient his right to appeal. English was committed to the Kalamazoo State Hospital for the Insane.

English appealed his case, but court officials refused to record the records until his $10 check for filing had been cleared by the Miami bank on which it was drawn. The bank called to say that English's account had been closed and that the check was written on a scrap of paper.

Farhat said he would instruct the county clerk to file the appeal without payment of the fee.

"His constitutional right to appeal should not be denied for failure to pay the fee," Farhat said.

Powers-Spalding

Legion Auxiliary

The American Legion Auxiliary met at the club room Tuesday evening. A pack charter was presented the unit by the Cub Scouts and plans were made for the installation of officers July 25. They are: president, Marion Behrend; vice president, Betty Naser; secretary, Evelyn Vorin; treasurer, Elaine Miller, chaplain,, June Bouty; sergeant-at-arms, Lorena Pragacz. Hostesses at the meeting were Iris Loeffler and Marion Nelson.

At Scout Camp

Attending Parents' Day at Camp Red Buck Boy Scout camp near Munising Wednesday, July 8, were Mr. and Mrs. Ronald Gatien and son, Ricky, Mr. and Mrs. Stewart Perry and Starr and Steven, Mr. and Mrs. Joseph Vorin, Mrs. Dennis Poquin, Mrs. Earl Weissert, Mr. and Mrs. Douglas Galine, Mrs. Irene Pirlot, Mrs. Melvin Fazer, Mr. and Mrs. LeRoy Nelson and Mr. and Mrs. Joseph Nolde. Terry Murray is Scout Master and Earl Weissert is serving as a counselor.

Italy has been a member of the United Nations since 1955.

Stock Autos Race Tonight

The first night stock car races of the season will be staged tonight at the Upper Peninsula State Fair track.

Previous races this season were held on Sunday afternoons.

Tonight's action will begin with time trials at 7 and the first of the heat races at 8.

Drivers from throughout the Upper Peninsula will compete for top prize money, with a dozen local drivers set for action.

Audience Sees Fire With Movie

KANSAS CITY (AP) — Firemen played a leading role in the featured Western at a theater in Kansas City Friday night.

They extinguished a small fire in a false curtain above the screen while the audience of 300 watched them and the movie, which kept showing.

A firecracker thrown from the front seats started the blaze.

Volin Honored

HOUGHTON — M. E. Volin, director of Michigan Tech's Institute of Mineral Aesearch, has been elected a director-at-large of the Michigan Good Roads Federation because of research work conducted at the Institute of Mineral Research for the Michigan Sand and Gravel Producers Association and the Michigan State Highway Department.

Irate Picnicker Bags Plane With His Vodka Bottle

MOSCOW (AP)—An irate picnicker heaved a vodka bottle at a low-flying crop-dusting plane, damaged its wing, forced the pilot to land and beat him up. Local Communist party officials blamed the pilot for the incident.

The picnicker was a party big shot.

Reviewing the incident, the government newspaper Izvestia complained that the party official received only a gentle reprimand.

Izvestia said he had been drinking heavily and forced down the plane with the well-aimed bottle after chemical dust drifted into a pot of soup over his campfire.

Two Youths Get $100 For Tips In Catching Robbers

GRAND RAPIDS (AP)—Two $100 bills were handed out Friday by Old Kent Bank & Trust Co. here to a pair of teen-agers whose tips, police said, led to the capture of two men in a $7,477 robbery.

Receiving the rewards were Larry Pontremoli, 19, and Steve Bassett, 17. They helped police trace Albert Reece, 50, and David DeMaat, 32, accused of robbing a southeast Grand rapids branch of OKB Thursday. Federal agents say the men admit the holdup. Police recovered $7,492 plus two starter pistols and a cap pistol in the arrest 80 minutes after the robbery.

New York Mayor 74 Years Old

NEW YORK (AP) — William O'Dwyer, mayor of New York City from 1946, to 1950, celebrated his 74th birthday today.

Asked about the current police-corruption and gambling investigation, reminiscent of a similar scandal that rocked his last administration, O'Dwyer said:

"Such scandals will recur all the time. There is no way of stopping them, except one. That is the legalized control of gambling."

Arizona Senate Race Starts

PHOENIX, Ariz. (AP — Arizona Democrats, apparently convinced that Sen. Barry Goldwater has the Republican presidential nomination in his hip pocket, are making the big push to capture his U.S. Senate seat.

The Democrats waited patiently and silently for the Goldwater presidential barometer to settle before formalizing plans for the 1964 election campaign.

Most state politicians predicted that Goldwater easily could win re-election to the Senate.

A month ago only one Democrat had announced for the Senate-Howard Peterson, a Phoenix attorney who was badly beaten in 1962 for Congress by Republican Rep. John J. Rhodes.

But as Goldwater's delegate strength grew, Democrats felt the senator would not be in the state political picture this fall.

The Democratic list then began to grow until six candidates had filed for Goldwater's Senate seat.

Goldwater's GOP heir-apparent is Gov. Paul Fannin.

Contract Terms Are Settled In Rubber Strike

CLEVELAND, Ohio (AP)—The United Rubber Workers and General Tire & Rubber Co. reached a contract agreement early today. It is expected to provide a basis for ending a strike of 17,000 production workers.

Details of the agreement with General Tire will not be disclosed until early next week when the contract is signed. It then must go to 3,300 workers in Akron, Ohio, and Waco, Tex., for ratification.

Newspaper want ads are a big sell! Eight hundred million was spent on classified ads last year . . more than for all television spot announcements or radio advertising.

Thief Makes $250,000 Haul At German Spa

BADEN - BADEN, Germany (AP)—Police combed this fashionable south German spa today for a hotel thief who stole jewelry and cash valued at about $250,000 from a New York woman.

Police said a small yellow leather case, secured with three locks and a combination, was taken from the hotel suite of Eugenie Hitt, New York. They believe the theft occurred last Tuesday.

Police who first said the value of the jewelry and cash was nearly $500,000 later cut their estimate in half. American insurance agents, who flew from New York, assisted police in their investigation.

Mrs. Hitt, who remained in the fashionable Brenners' Park Hotel while police questioned the staff and guests, refused to talk to newsmen about the theft.

British Tailor Jailed As Spy

LONDON (AP) — Alfred Burchinsaw, a British tailor who worked at a U.S. Air Force base near Munich, has been arrested on suspicion of spying, the British Foreign Office says.

A spokesman said Friday night Burchinsaw was picked up by American detectives March 31 on suspicion of passing information to a Communist intelligence agency.

The spokesman said Burchinsaw has been held in a Munich prison while German police continue investigations. No trial date has been set.

Wilding Weds British Actress

HOLLYWOOD (AP) — British actress Margaret Leighton and Michael Wilding, former actor and now a public relations man, were married Friday in Hollywood. The marriage took most of their friends by surprise.

Wilding, 51, was Elizabeth Taylor's second husband. It is his fourth marriage. Miss Leighton, 42, was formerly married to actor Laurence Harvey.

Troops Leave At Cambridge

CAMBRIDGE, Md. (AP) - National Guard troops left Cambridge today, exactly one year from the night of racial violence that brought them.

The 50 men were up before dawn for breakfast. About two hours later, as the sun was breaking through a hazy sky, five jeeps and two 2½-ton trucks rumbled across the Choptank River which flows past the town.

With the Guardsmen went the modified militia law they established to keep a tense racial peace.

One or two officers will remain for several days "to make sure we do not owe anybody," as Col. William Ogletree, troop commander put it.

Also staying was Capt. William Harrris, Baltimore, a Negro deputy U.S. marshal in civilian life. He has been working on a recreation program for Negro children in the community of 12,600.

No townspeople turned out for the departure. One white woman came to the National Guard armory Friday to say how much she appreciated what the troops had done.

The troops were first sent in by Gov. J. Millard Tawes June 14, 1963, after three nights of shootings and fire bombings. They were removed July 8, however, only to return four days later. That time the stay was a long one.

It has cost Maryland taxpayers about $800,000 to keeep them herc.

NOTICE OF BID

The Michigan Liquor Control Commission will accept bids from trucking contractors with van-type trucks capable of handling up to 75,900 cases a week for delivery of alcoholic liquor from its whoesale store at 2251 Dix, Lincoln Park, Michigan, to liquor licensees in the greater Detroit area for a period of two years beginning on or about January 1, 1965, in accordance with specifications obtainable on request from the office of the Commission, 506 S. Hosmer St., Lansing, Mich. 489-04. Bids must be for the entire operation. Bids will be opened at 10:30 A. M., Wednesday, September 16, 1964.



PULL YOURSELF TOGETHER!

Let Your Credit Union Give You The Financial Help You Need! ! !

Every now and then a member comes into the credit union office with his fingers crossed.

He knows he is paying out more than he can manage, but he's afraid to add it all up.

This is the kind of guy we like to help. It's a great kick to help a member consolidate his debts, get his monthly payments organized so he can handle them, and stop worrying himself to death.

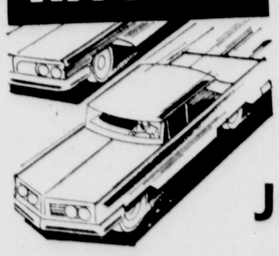
We think it's one of the best ways a credit union can help its members.

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Escanaba Area Credit Unions

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JULY 11TH

U.P. State Fairgrounds

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RACES AT 8:00 P.M., E.S.T.

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Children Under 12 Free Accompanied By Parents

"You'll Enjoy The Thrills Of Racing Under The Lights!"



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This Ad Sponsored by Delta Area Milk Producers and

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Testimonial Edition

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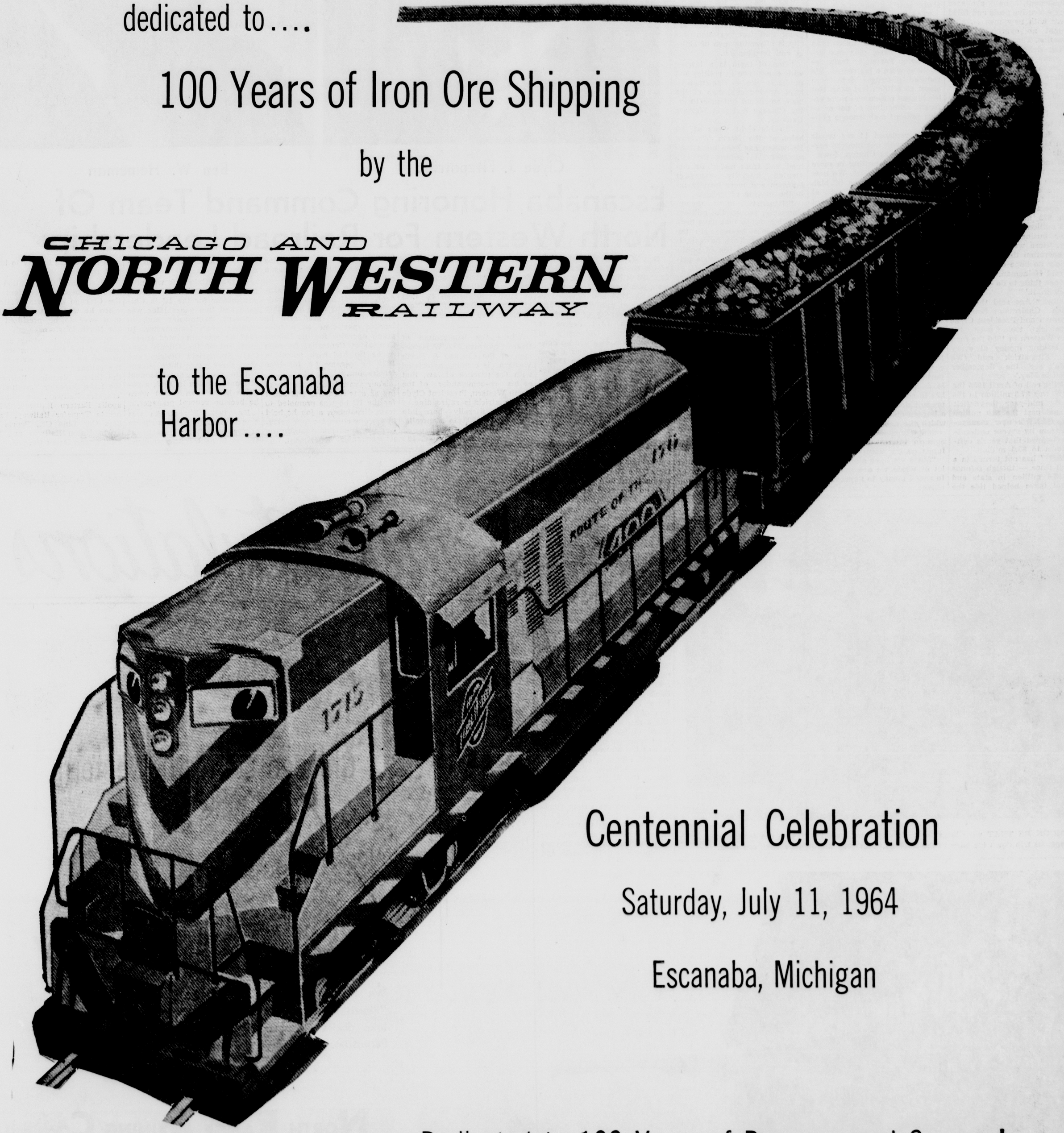
dedicated to....

100 Years of Iron Ore Shipping

by the

CHICAGO AND NORTH WESTERN RAILWAY

to the Escanaba Harbor....



Centennial Celebration

Saturday, July 11, 1964

Escanaba, Michigan

Dedicated to 100 Years of Progress and Success!

North Western Leaders Lauded On Modernizing

The management team that has run the Chicago & North Western Railway through its period of greatest change in a period of revolutionary transition in American railroading has had a river of printers ink used in praiseful description of its achievements.

The Wall Street Journal said "When Ben Heineman became head man at the ailing Chicago & North Western in the spring of 1956, he and a group of his executives piled into station wagons equipped with flanged wheels for travel on rails and set out on a 6-week, 40,000-mile tour of the company's lines, from Chicago to Wyoming, north to Lake Superior and south to St. Louis.

"Diagnosing the basic trouble as an uninspired, top-heavy management, he abolished many executive posts and filled others with new men . . . He brought no overnight transformation. There have been operating deficits in several of the years since his arrival. In the boom year 1955, the North Western earned only a small profit. Then in the first quarter of 1956 there was an $8 million deficit. The road was reduced to selling scrap rail to meet payrolls.

Schedules Reduced

"In May, 1957 the Wisconsin Public Service Commission surprised the skeptics by allowing the North Western to abandon 18 passenger trains at one crack. The North Western deficit from through-passenger operations had declined from $22 million in 1955 to $10.3 million in 1961. The commuter business was another story. 'Here was a money-losing operation that we had absolutely no hope of getting rid of,' said Heineman. 'There was only one thing to do — learn to live with it.'"

Railway Age said this year "When Chairman Ben W. Heineman and President Clyde Fitzpatrick took over the North Western in 1956 the road was leaking money at every pore. Fitzpatrick said 'We couldn't see the September payroll in May.'

"At the end of April 1956 the C&NW was $7.5 million in the red. By mid-year the deficit had shot past the $10 million mark. C&NW's new management team by severe cost-cutting, chopped that year's deficit down to $5.5 million.

"C&NW has not turned in a deficit since — though refunds of $18.8 million in state and federal taxes helped tide the road over 1957, 1959, 1960 and 1962 when operations resulted in losses. With almost $200 million plowed into plant and equipment since 1956, the North Western turned in a solid $8.5 million net last year (raised to $21.4 million by tax refunds.)

Mess In 1956

What confronted the North Western's new management in 1956 said Fitzpatrick was "a mess." Plant and rolling stock were mostly obsolete. The immediate problem was to start rebuilding the plant and make repairs to the equipment.

"We also had a manpower problem that went along with the plant and equipment obsolescence. We had too much manpower for the size of our property. We actually worried about meeting payrolls.

"The first thing we saw was the inefficient use of motive power . . . Today we operate with fewer diesel units than we found here, plus our acquisitions. Passenger train reductions were a big reason. We reduced passenger deficits to about $5 million last year. But the biggest reason was more efficient scheduling of power — plus present maintenance policies.

"We replaced 14 car repair facilities with one modern car-repair shop at Clinton, Iowa.

"We started putting in more ties and more ballast. We now have our own source of high quality quartzite ballast at Rock Springs, Wis., We went to single track from Milwaukee to St. Paul.

"Morale has improved until we think it is excellent. Our suburban service is a good example of this. When we dieselized the service and spent $42 million on new equipment our employes realized we were in the suburban business to stay. Morale improved immediately.

"Our equipment debt has declined every year. We've made great progress in reducing debt — but the nature of the North Western's debt has been changing. We have since 1956 purchased the L & M and M & St. L railroads and that has increased the debt, but the present debt represents less of a burden on the property upon which the debt exists. We are completely clear of any arrearages in interest and sinking funds on our securities.

"Since we have eliminated a lot of waste we are now able to spend money to improve facilities.

"We strongly believe in the adjustment of rates to attractive, yet compensatory levels and we have taken the lead many times in that direction. We believe railroads need volume traffic; rates have to be adjusted to attract volume commodities to railroads.

"An example of the North Western's aid to industry is the iron ore industry. We could foresee complete abandonment of certain iron ore ranges on our railroad unless some help was given to them. The North Western acted by reducing rates. We are told that we saved some mines which today would be shut down if we had not done our part in transportation.

Dunn's Review of June selected four executives as being representative of the new breed of transportation executive: Chairman Ben Heineman of the North Western Railway; President Floyd Hall of Eastern Air Lines, President William Rand of United States Lines and President Gerald W. Eskow of the Yale Express System.

"Of the four, only Heineman was the head of his company even so recently as 5 years ago," said Dunn's. "They personify the new look and are proof that transportation finally is attracting men of ability and imagination.

"One of them is a lawyer with experience in politics and public service — Heineman — hard driving chairman of the once moribund but now thriving Chicago & North Western Railway.

"In his eight years at the helm of the North Western, Heineman has been more than successful in getting the railroad 'out from under' its unwanted intercity passenger business and more heavily into the moving of freight.

"Heineman, quite understandably, resents the millions in public funds that have been poured into freeways in the Chicago area. This, he feels, is an unwarranted use of public monies to compete with a private enterprise.

"As a pretty good politicker himself, Heineman is slyly confident that this will come to a halt. The funds for most of Chicago's existing highways were committed before Heineman took the throttle of the North Western.

"The North Western's principal concern is still hauling freight, which accounted for almost 90 per cent of its gross revenues last year. As a freight carrier, it is in a unique position; it services every major port at the western end of the St. Lawrence Seaway, a fact Heineman's predecessors tended to overlook. One of the road's biggest single freight gains last year was attributed to the heavy movement of Iowa corn to Superior and Duluth for export."



Clyde J. Fitzpatrick



Ben W. Heineman

Escanaba Honoring Command Team Of North Western For Railroad Leadership

Ben W. Heineman, chairman of the board of directors of the Chicago & North Western Railway, was born in Wausau, Wis., Feb. 10, 1944 and schooled in the Wausau public schools and at the University of Michigan. He got an LLB degree at Northwestern University in 1936 and was awarded an honorary Doctor of Laws degree by Lawrence College in 1959.

He was engaged in the practice of corporate law in Chicago from 1936 to 1956 and had his own firm most of that time except for two years spent in government service as assistant general counsel and chief of the court review branch of the Office of Price Administrator in Washington and later as legal advisor and assistant director of the North African Economic Board in Algiers, serving also on the civil affairs staff of Maj. Gen. Dwight D. Eisenhower's command as an assistant to Robert Murphy, then ambassador to the French Government.

He was appointed special assistant attorney general of Illinois in 1951 and in 1954 became chairman of the executive committee of the Minneapolis & St. Louis Railway Co. He resigned in 1956 to become chairman and chief executive officer of the Chicago & North-Western Railway Co., a position he holds today.

For three years he was chairman of the board of Four Wheel Drive Auto Co. of Clintonville, Wis., and he is a director of the American National Bank & Trust Co. of Chicago; Packers Car Line, the Association of American Railroads, and a member of the advisory board of the Chicago YMCA, the Committee on Urban Progress of the Metropolitan Housing and Planning Council, the Defense Industry Advisory Board, the Welfare Council of Metropolitan Chicago, the Chicago Better Business Bureau and the Chicago Crime Commission.

He is a trustee of the Committee for Economic Development, a member of the Mayor's Committee on Economic and Cultural Development, a member of the Illinois Council of Economic Advisors and chairman of the Illinois State Board of Higher Education. In 1963 he was Chicagoan of the Year in Commerce and Industry.

Where the background of Board Chairman Ben W. Heineman of the Chicago & North Western is closely associated with the practice of law, that of his co-commander of the North Western, President Clyde J. Fitzpatrick is railroading.

He was literally born into railroad in 1908 in Centralia, Ill., a community that owed its existence to a railroad. His parents came from railroading families and his father was a railroader.

While still a high school student, Fitzpatrick learned railroad telegraphy from his father and before he graduated he worked part-time as a telegraph operator for the Illionis Central at Centralia. As soon as he finished high school in 1925 he became a full-time telegrapher.

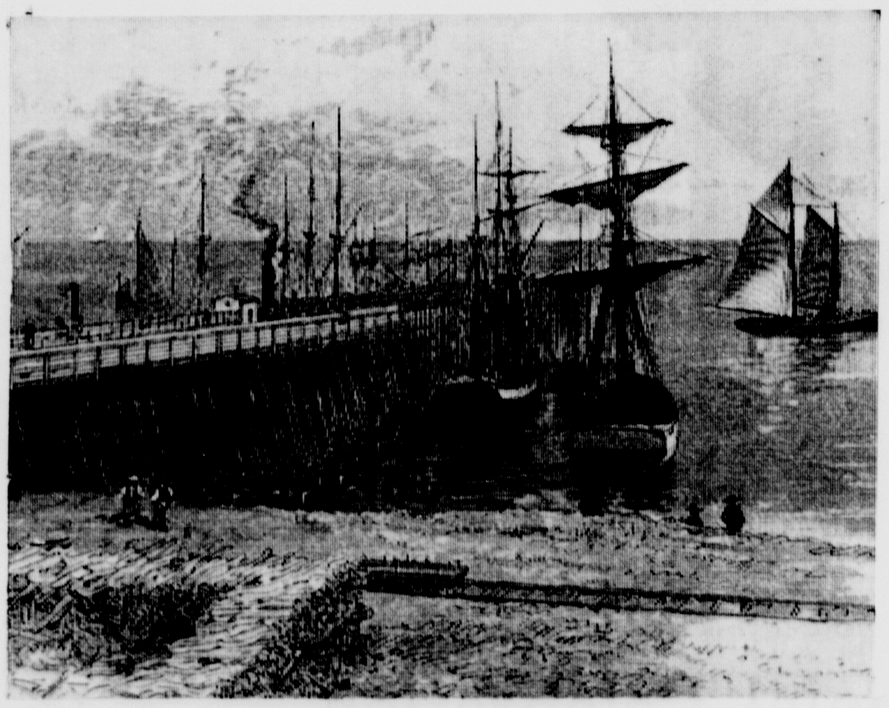
Four years later, after working as a telegrapher and agent for the IC he was promoted to train dispatcher, a job he held in various cities for four years. He then spent four years in the IC mechanical department, followed by a year as station inspector.

In 1938 Fitzpatrick was promoted to assistant general yardmaster for the IC in Chicago and two years later was assistant trainmaster and, in another year, trainmaster. In 1942 he was appointed superintendent of the Illionis Central's Springfield Division and after three years there advanced to general superintendent of transportation in 1945, a position he held until 1951 when he became general manager.

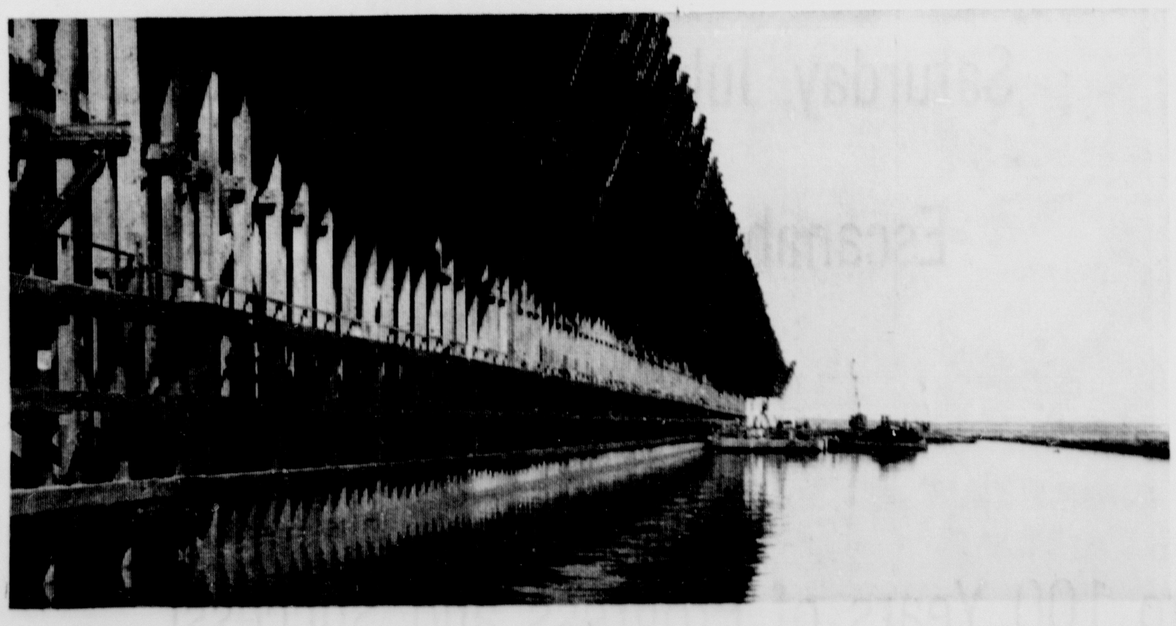
By 1953 Fitzpatrick was named vice president in charge of the operating department and at 44 he was the youngest man in the IC's history to hold that position.

He resigned that position in 1956 to become president of the Chicago & North Western when he was 47, the youngest man ever to be president of the North Western.

In addition to being president of the North Western at present he is also a director of the railroad, and a director of the Illionis Terminal Railroad, the Lake Superior Terminal & Transfer Railway, the Minneapolis Eastern Railway, Minnesota Transfer Railway, Packers Car Line Co., Peoria & Pekin Union Railway and St. Paul Union Depot Co.



SCHOONERS THAT were large for their day were loaded with iron ore for the long and dangerous trip down the lakes to the smelters. This was Marquette's first ore dock.



HERE THE CHICAGO & North Western Railway's Escanaba ore dock is pictured as it looks today, improved by a $1,300,000 project of sheet steel piling protection of its substructure and slip dredging. The piling is pictured installed in the foreground, with waling strips attached. Equipment of Bates & Rogers, Chicago marine contractors is at work near the end of the dock completing the project. The piling permitted the deeper dredging to allow full loading of lake carriers troubled by low water in the Great Lakes and by the need to load greater bulks of pelletized ore to move maximum tonnages. (Daily Press Photo by Bernard Schultz)

Congratulations

to the officers and personnel
of the

Chicago & North Western
Railway

at this time
of their

100th Anniversary

We have had years of excellent business relations with "North Western" which has carried North Range iron ore to lake docks — partners in the development of the Upper Peninsula.

North Range Mining Co.

NEGAUNEE, MICHIGAN

Thanks Escanaba, for the first "happy hundred!"

Your town was known as "Sand Point" when we started traveling the new tracks from your harbor to the ore ranges back in 1864. A lot of ore has gone over the tracks since. And by a lot, we mean more than 340,000,000 tons!.

The Chicago & North Western is confident millions of tons more will pass over our right-of-way. In fact, we're investing $1,300,000 this year alone on Escanaba dock improvement. This will permit ships of any size to load.

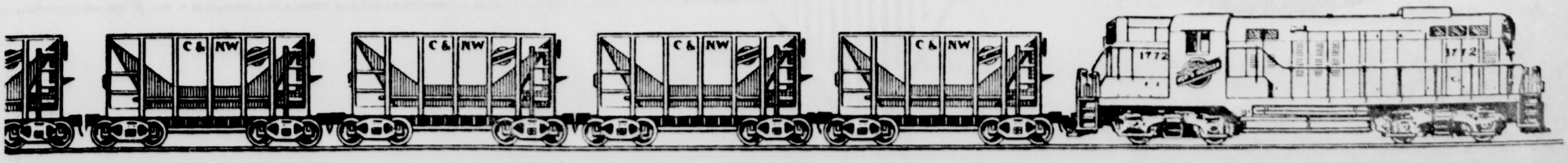
In keeping with our dock development program, we are keeping our equipment and operation up to snuff. And flexible service arrangements and rates will help keep our mining customers' products at competitive price levels.

In short, we feel the future of Escanaba and the Upper Peninsula is mighty sound, thanks to the vigor and ingenuity of its people and industry.

So, thanks, Escanaba, for the first happy hundred years. We're looking forward to another century-full of pleasant and prosperous relationships with you.

THE NEW CHICAGO AND
NORTH WESTERN
RAILWAY

400 WEST MADISON STREET • CHICAGO, ILLINOIS 60606





THIS IS THE JACKSON Mine at Negaunee, which was the first iron mine in Michigan. It is on the Marquette Range and it was the mineral discovery here that led to the later development of the Menomine, and Gogebic ranges in the Upper Peninsula and the Mesabi and other ranges in Minnesota. This is not only the first iron mine in Michigan it is also believed by many persons to be the most dramatic picture of early mining in Lake Superior. Taken about 1860, the picture shows an open cut at the Jackson Mine near where ore was first discovered in Michigan in 1845. (Cleveland Cliffs Iron Co. Photo)

Development Gives Resources Value

Cliffs Ventures Give Marquette Range Income

By Ogden E. Johnson

The development of the iron ore industry in Michigan constitutes one of the truly great chapters in the history of American industrial growth. It began about the same time that the frontiers of America were being pushed back as the '49'ers streamed to california by wagon and ship to make their fortunes in the "gold rush."

Not so well known, but probably more important to the industrial development of our nation was the discovery of large deposits of low-cost, readily available iron ore in Northern Michigan.

Iron ore is the lifeblood of the steel industry and steel, in turn, the backbone of our nation's industrial might. The Cleveland-Cliffs Iron Co. has been a part of this important basic industry since its earliest beginnings more than a century ago.

The first authentic discovery of iron ore in the Lake Superior region is attributed to William Burt, the leader of a party of surveyors who, in 1844, noted excessive deviation in his magnetic compass as the party was surveying the region. In attempting to find the cause for this variation, several specimens of iron ore were discovered.

However, it was Marji Gesick, a Chippewa Indian chief, who, in 1845, led a party of Jackson, Mich., explorers to an outcropping of ore at the site of what was later to become the Jackson Mine near Negaunee. The site of this momentous discovery is now marked by a stone monument.

Jackson Mine

On the strength of this outcropping these men organized the Jackson Mining Co. The Jackson interests were not alone in their dreams of northern wealth. News of the discovery, coupled with reports of copper and silver deposits in the Upper Peninsula, had attracted other explorers and by 1846 there were 104 companies formed to prospect for Lake Superior minerals.

Only four of these companies — the original Jackson Mining Co., several individuals who called themselves the Marquette Iron Co., the Cleveland Iron Mining Co., and the Iron Cliffs Co., were destined to achieve any success in their mining ventures and all four were eventually to become a part of what is now the Cleveland-Cliffs Iron Co.

The pioneers faced many great problems. The severity of the northern winters, wilderness conditions, lack of manpower, and the distance from supply sources accounted for failure of many of the early enterprises. Probably the greatest problems of all were those of transportation.

War Aided Industry

With the exception of the Cleveland Iron Mining Co., the early companies had no thought of shipping the raw ore down the Great Lakes to Ohio and Pennsylvania furnaces. It was felt that the ore should be forged into blooms at or near the mine sites. The first transportation problem, therefore,

(Continued on Page 12)

We, at PHOENIX LUMBER

are proud to pay tribute to an industry such as

Chicago & North Western Railway

that has helped carve the economic development of the Upper Peninsula!

PHOENIX LUMBER & SUPPLY CO.

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100 Years of Service

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MARINE INDUSTRY

THE FORD MOTOR COMPANY FLEET

and

Family of Fine Cars

Saluting . . .

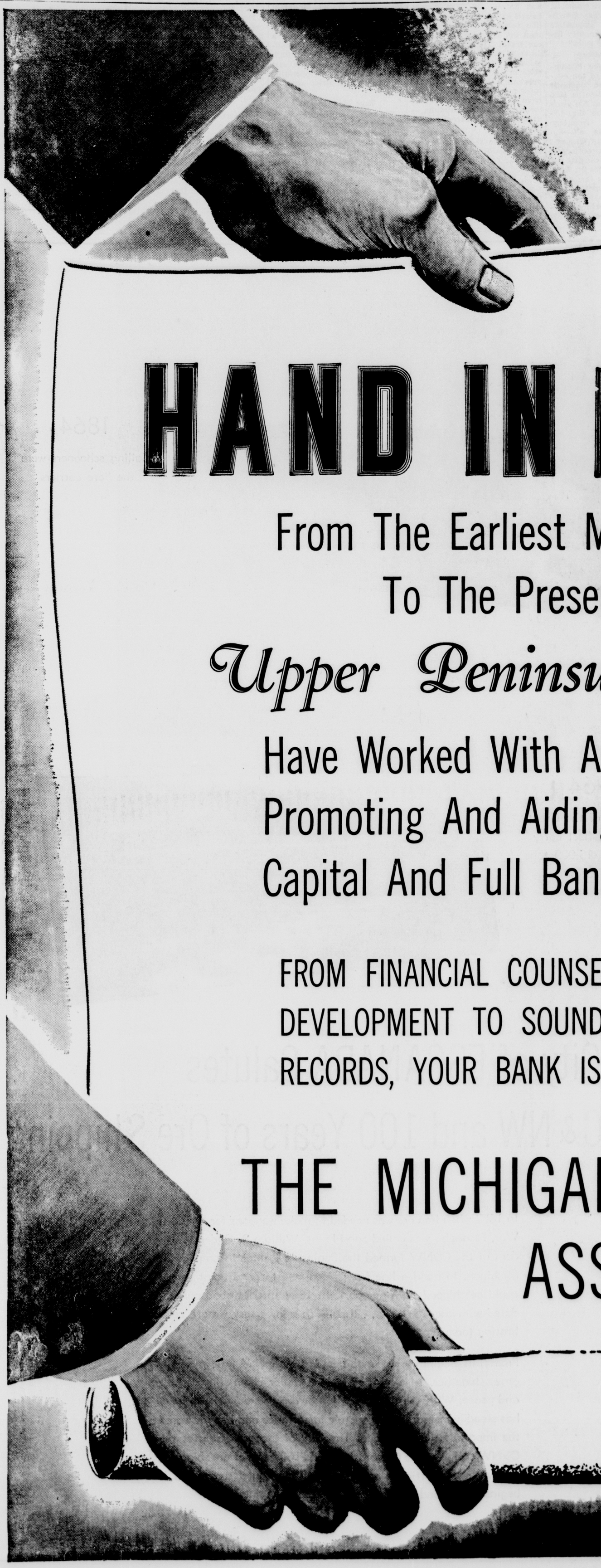
the

Chicago

and

North Western

Railway



In Recognition Of A Great
Upper Peninsula Industry . . .
Chicago & North Western Railway

HAND IN HAND...

From The Earliest Mining Days
To The Present —

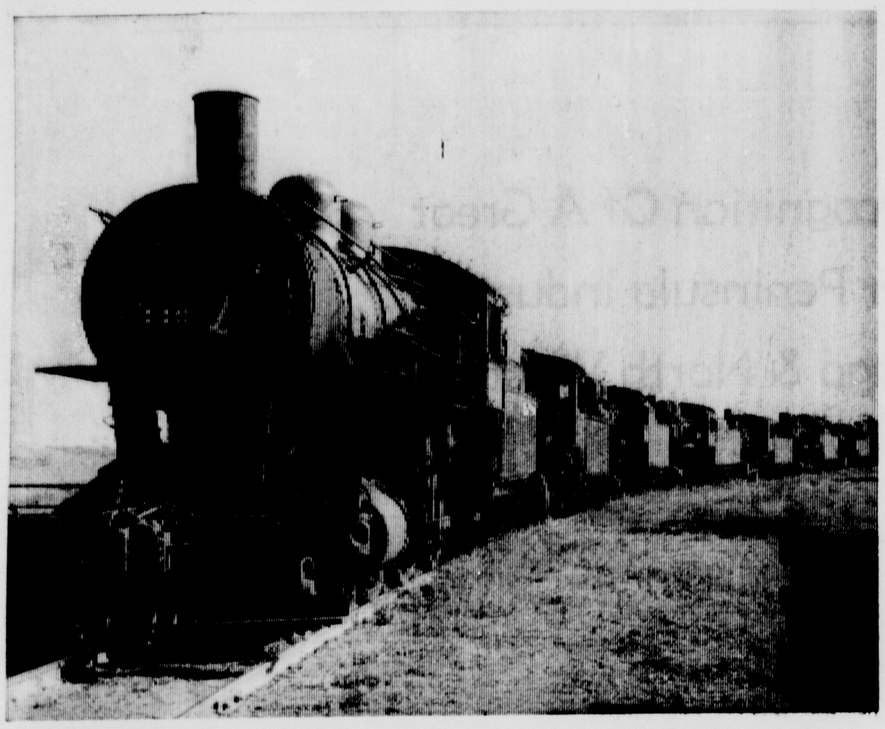
Upper Peninsula Banks

Have Worked With Area Industry,
Promoting And Aiding It, Providing
Capital And Full Banking Services.

FROM FINANCIAL COUNSEL TO PROJECT DEVELOPMENT TO SOUND, EFFICIENT RECORDS, YOUR BANK IS "Your Best Bet"!

THE MICHIGAN BANKERS ASSOCIATION

GROUP ONE
Upper Peninsula



THIS FUNERAL TRAIN of steam locomotives of the Chicago & North Western Railway was assembled in its Escanaba Yard in 1957 to be moved south to a wrecking yard to be cut up. Their faithful service over on the North Western's Peninsula Division, the locomotives await the cutter's torch, replaced by diesel powered locomotives. (Daily Press Photo)

Funeral Train Passed In 1957

Steam Locomotive Era Made Iron Haul Great

A funeral train composed of 15 old steam locomotives passed through Escanaba in 1957 on its way south to the scrap yard. The Chicago & North Western Railway was scrapping the last of its steam locomotives in this area. The age of the diesel locomotive was fully arrived.

One locomotive was kept for a time — to supply steam for thawing operations on the C&NW ore dock, but that too is gone, replaced by the infrared heat of the great banks of lamps in the railroad's ore thawing shed in Escanaba.

Departure of the funeral train of steam locomotives closed a period in which the steam engine — fueled at first with cordwood, then with coal — made railroading great and developed the ore haul in the Upper Peninsula so that it was an important part of the movement of materials to America's big steel mills.

Curiosity Now

Now steam locomotives are a curiosity in America. On June 13 of this year Thunder Bay Enterprises, Inc., of Marquette started operation of its Marquette - Huron Mountain Railroad from Marquette to Thunder Bay (Big Bay) as a line devoted purely to recreation and operating only with steam locomotives. The Iron Horse had found its last usefulness as a museum piece, pulling excursion trains and operating a recreational railroad for nostalgic Americans who wanted once again a smell of train smoke and the sound of the engine bell and steam whistle.

Railroad buffs all dote on steam trains. Even kids know that a toy train with a steam locomotive is a much better toy than one with a modern diesel engine. The industrial revolution has produced no machine more fascinating than valve gear and side rods of a steam locomotive in action. Here is power that you can see — the main rod and the eccentric crank, the lever chasing the crosshead back and forth along the crosshead guide.

All adult Americans of today remember the railroad age of steam. It was a part of their youth and will keep for most of them a romantic, nostalgic attraction.

Museum Pieces

Green Bay has the National Railroad Museum which grows yearly in the comprehensiveness of its exhibits, like the circus museum at Baraboo, Wis. New Hampshire appropriated a million dollars in 1962 to aid the development of a state-owned steam railroad at Keene, N. H. The Baltimore & Ohio Railroad has preserved the most complete collection of historical motive power of any U. S. railroad in its museum in Baltimore. The Chicago & North Western preserves with care and affection its own "Pioneer" locomotive, now well past the century mark and still operable, but spared the ardors of self-movement as such venerable machinery should be.

The first little American locomotives of the 1830s were laughed at by bargemen and carriage owners of that day but not many years later the iron monsters had come to be accepted and were moving much of the nation's commerce. America's phenomenal growth would have been impossible without them. The country literally "took to the rails."

Ended Frontier

The railroad steam locomotive was the heart of the evolution of American domestic transportation. As late as 1830 it was estimated that 200 years would elapse before the disappearance of the American frontier, but it was all but doomed in less than 40 years when the first transcontinental railroad was constructed. Where the trains went the frontier survived only a few years.

The impact on American life of the railroad was greater than any other peacetime influence up to the time of its advent. By 1840 traveling time was halved. By 1850 it was halved again and this acceleration continued until the railroad set the pace for American travel. The produce of all parts of the nation could be marketed in any area of America in a few days and where previously people hadn't ventured much more than 50 miles from their homes — some of them in a whole lifetime — distance travel became commonplace.

The Lake Superior & Ishpeming Railroad had two operational consolidations on its line at Marquette as late as 1962, Nos. 20 and 23. A twin sister, No. 24 is operating at the National Railroad Museum at Green Bay. It is LS&I steam locomotives which are pulling the trains of the new for-fun Marquette - Huron Mountain Railroad, fortunately preserved along with 25 miles of LS&I Big Bay branch train for a renaissance of steam railroading for pleasure. The Duluth & Northeastern had the last steam locomotives operating in the Lake Suptrior area, in 1963.

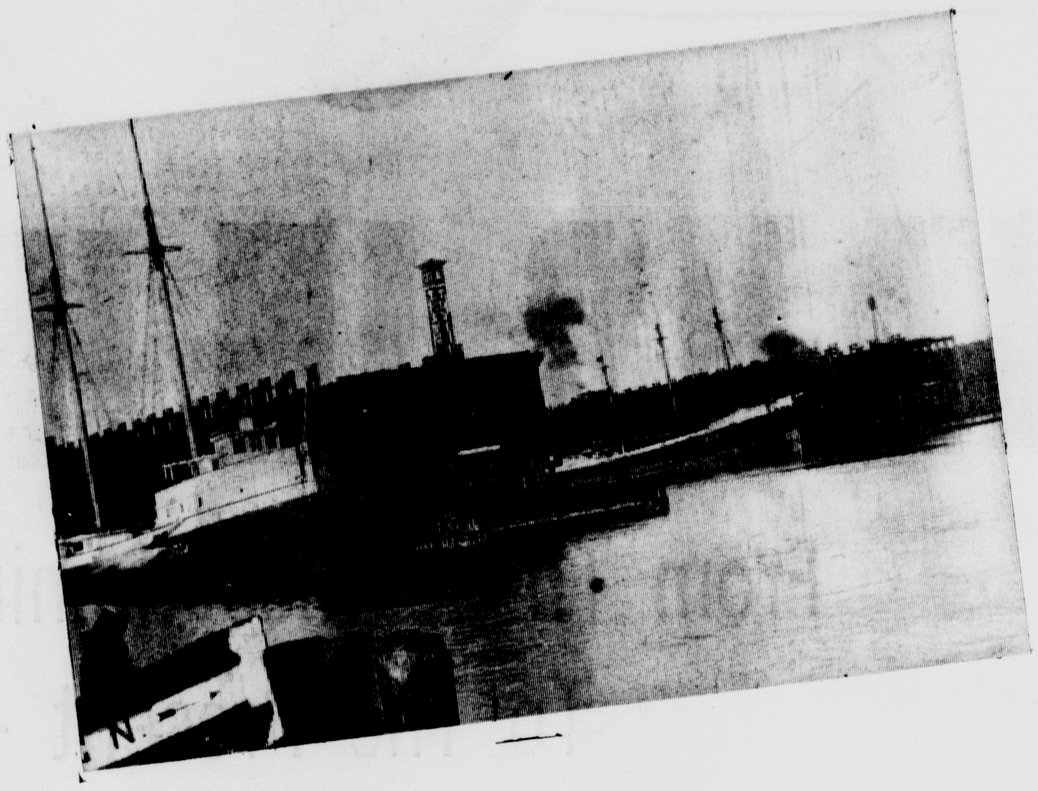
Tops Many States

The steam railroading era in the Upper Peninsula was at zenith in 1916 when Publisher Roger M. Andrews of Menominee in his famed "State of Superior" speech at Calumet, said that there were more miles of railroad in the Upper Peninsula than in Arizona, Connecticut, Delaware, Maine, Maryland, Massachusetts, Nevada, New Hampshire, New Jersey, Utah, Vermont or Wyoming.

Nearly a third of all the iron ore and about a quarter of all the copper mined in the nation was being produced in the Upper Peninsula at that time.

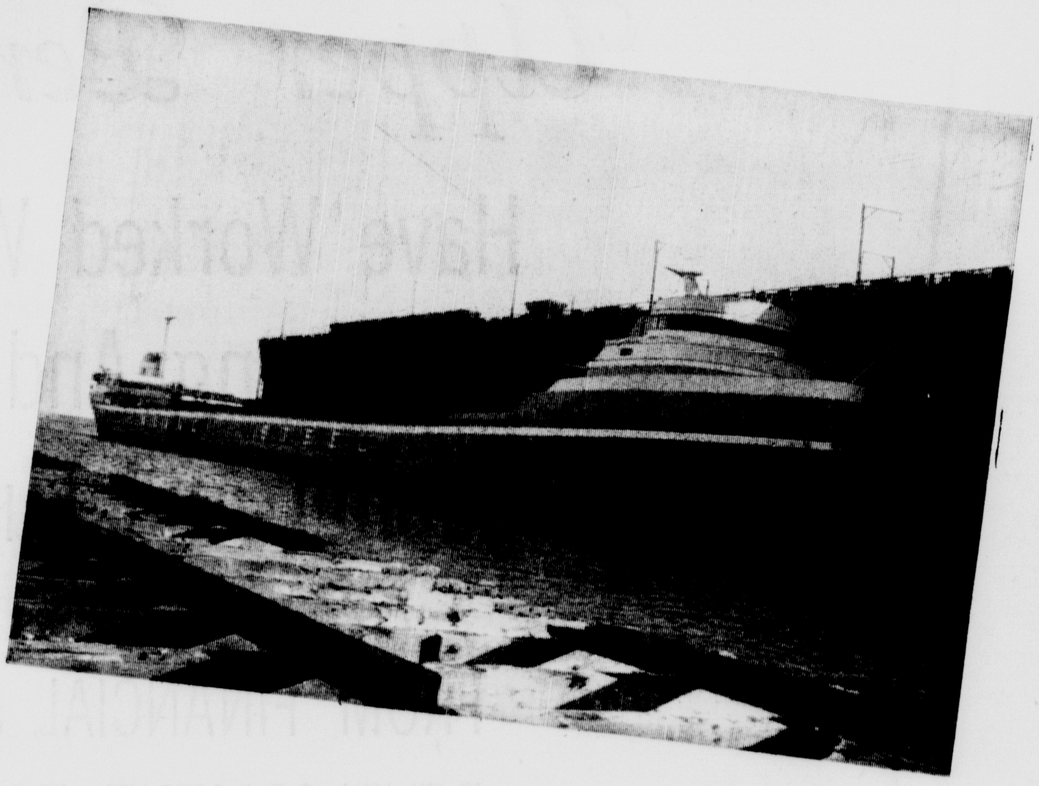
The age of steam railroading in the U. P. included many logging railroads — some of them with the historic Shay Logger locomotives — and some narrow gauge steam logging railroads like the stump-dodging Ingalls, White Rapids and Northern which operated from Ingalls in Menominee County to the Menominee River, bringing timber out to the North Western and to the river. Part of its line (much straightened) became incorporated later in the Wisconsin-Michigan.

Congratulations
to the
Chicago & North Western Railway
C. J. Brown Concrete Co.
218 N. 9th St.
Escanaba



1864

Sailing schooners were the "ore carriers"



1964

Big boats of the Great Lakes ore fleet carry upwards of 15,000 tons per cargo.

The City of ESCANABA Salutes The C & NW and 100 Years of Ore Shipping

In 1862 when iron ore was needed to make weapons for the Civil War, Escanaba was called Sand Point. William B. Ogden, president of the C&NW formed the Peninsula Railroad Company of Michigan, to build a line from Negaunee to Sand Point so ore could be shipped from our port. In 1864 this Railroad consolidated with the C&NW . . . the 100th anniversary we are celebrating today.

From this beginning Escanaba and the C&NW Railway have grown together. Iron ore has been a major commodity in war and peace. With the diversification of our economy the C&NW has steadily increased in economic importance and has increased the importance of Escanaba. The City of Escanaba salutes the C&NW and joins the Celebration of its 100 years of ore shipping, and wishes its officials and personnel continued success as it begins its second century in the Upper Peninsula.

CONGRATULATIONS
to the
C & NW RAILWAY
and 100 YEARS of
ORE SHIPPING
in ESCANABA
. . . from 3 Generations of the STEGATH Family . . . in business for 65 years . . . 1899-1964.

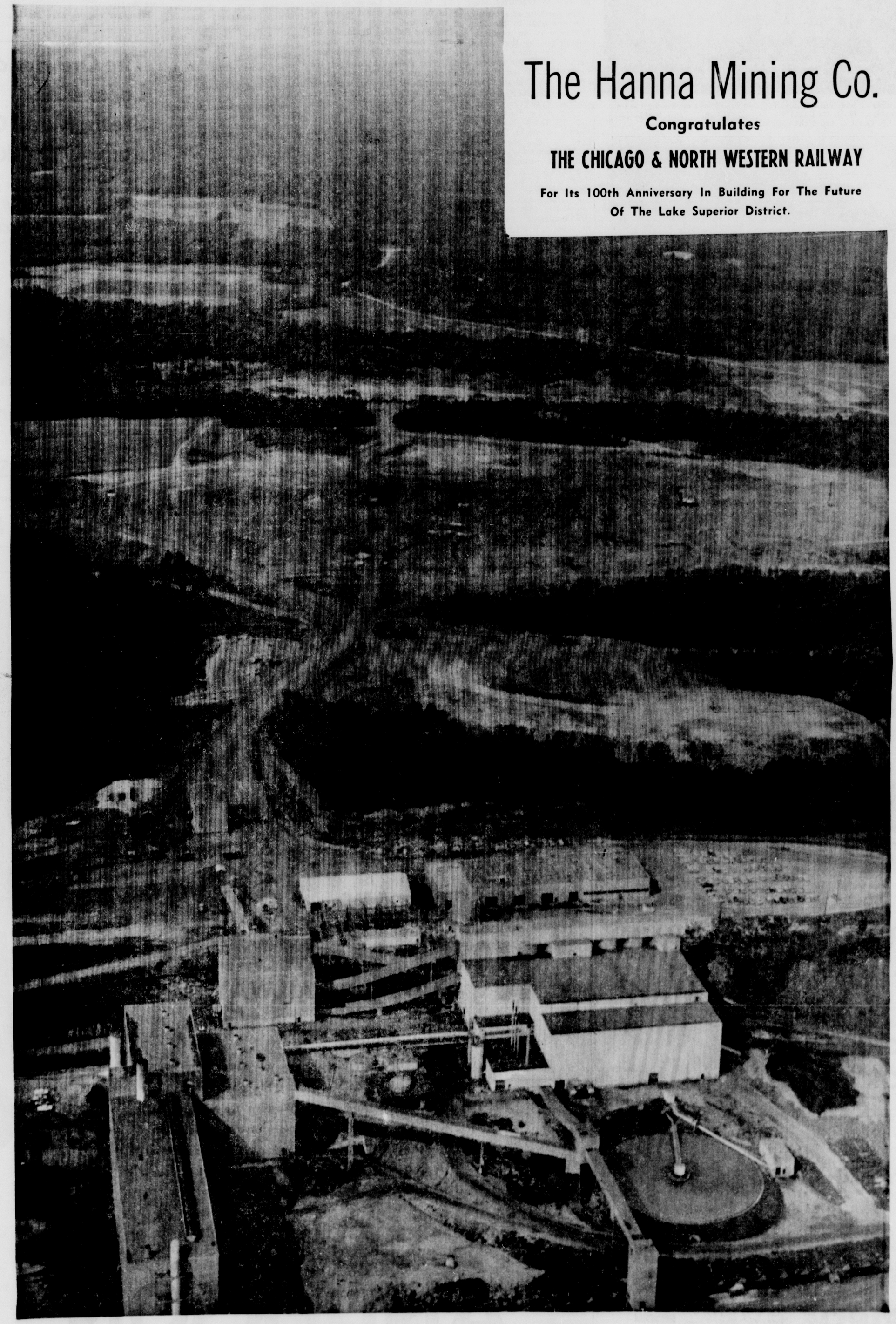
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The Hanna Mining Co.

Congratulates

THE CHICAGO & NORTH WESTERN RAILWAY

For Its 100th Anniversary In Building For The Future Of The Lake Superior District.



The Groveland Mine at Randville, Michigan



THE LIGHTHOUSE at Escanaba was built in the 1860's and the tower containing the light was removed about 40 years ago. Now the lights are largely automatic and the building in Ludington Park is the U.S. Coast Guard light station.



AN EARLY ore train on the Marquette Range crosses the Goose Lake causeway southeast of Negaunee on its way to lakeside. Note the small cars of the early ore movement and the hand brakes.



A RARE PICTURE of early ore shipping in Escanaba shows the period of transition from sail to steam. Here an early dock has both a steamer, the Havana of Cleveland, which still clung to helping sails, in the foreground and many schooners moored.

Brotherhoods Of Railroadmen Aid Century Growth

The railroad trainmen of America have been among the pioneers of organized labor.

The marking of a century of iron ore haul to the Port of Escanaba is an occasion for celebration by the trainmen, too. Their many skills have contributed to the success and survival of this industry which founded the City of Escanaba.

There are four great labor unions of rail workers, the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen and Enginemen and the Order of Railway Conductors. They are indepedent international unions, with the Locomotive Enginners being the oldest of the brotherhoods nationally, founded in 1863, the year that the Peninsula Railroad was building its line from Negaunee to Escanaba.

All of the railroad brotherhoods were organized before the American Federation of Labor was formed. Their original purpose was to provide insurance for their members. They have seldom had strikes and have been very successful in promoting federal laws that provide for collective bargaining and old age pensions for rail workers.

In all there are 23 unions to which railroad workers may belong. More than half of them are affiliated with the AFL.

The Grand Lodge of the Brotherhood of Railroad Trainmen granted a charter to the Lodge 182 of Escanaba on Dec. 31, 1885 which lists 20 charter members.

They were John Crane, J. J. Fleming, S. S. Hillyer, August Roche, Conrad Gargens, John O'Leary, J. H. Ward, C. F. Larsen, S. Murphy, Otto Nyquist, F. A. Walch, B. Shaffer, N. Weber, Frank Moran, C. King, D. Murphy, Harvey Miller, Frank Upton, Emil Wheybrew and W. Debque.

The lodge was named the S. E. Wilkenson Lodge in honor of the second grand master of the Grand Lodge of Brotherhood of Railroad Trainmen. He was from Ohio and he signed the charter of the local lodge.

The present officers of the lodge are F. E. Veldman, president; E. P. Makosky, treasurer; G. J. Walker, secretary; E. M. Harris, local chairman, Chicago & North Western Railway; C. P. Anderson, local chairman, Escanaba & Lake Superior Railroad; T. J. LaValley, legislative representative.

The lodge meets at the Eagles Hall on the second Sunday of each month and has a membership of 134 at present, of whom 56 are active members. The rest are retirees. The brotherhood, which once had the switchmen in its membership, had a local membership of about 350 here at its peak, and met in Grenier's Hall.

The Brotherhood of Locomotive Engineers granted a charter to Lake Superior Division No. 116 in the City of Marquette in 1870, and this charter was later shifted to Escanaba at a date not recorded and the name was changed to the Peninsula Division.

The charter was granted to J. B. Brown, H. H. Bissel, and A. Cowder and was signed by Charles Wilson, grand chief engineer; and by Charles Fellows, first grand assistant engineer.

The present officers of the brotherhood are: Oscar O. Pascal, chief engineer; Michael P. Greis, first engineer; Nicholas G. Wagner, secretary-treasurer, insurance secretary and local chairman. Members of the Local Committee of Adjustment are Emmett Meehan and John Meehan.

Lodge 129 of the Brotherhood of Locomotive Firemen and Enginemen was organized as Mineral King Lodge 129 in Escanaba Nov. 17, 1882 by S. M. Stevens, grand organizer and instructor. The oldest retired member is Charles E. Lloyd with a 60-year membership in the Brotherhood. He joined the union in 1903 and retired Jan. 1, 1950 and is now 82 years old and living at 722 S. 16th St.

The present officers of the lodge, which has 55 active members and 27 retired members, are: Owen Trombly, president; John McGeary, vice-president; William Ettenhofer, financial secretary; Kenneth Tousignant, recording secretary; Arthur Lindahl, local chairman; and John Calouette, local organizer.

The home office of the Brotherhood of Locomotive Firemen and Enginemen is in Cleveland.

The Brotherhood of Railroad Signalmen has its U. P. members in Local 9 of Milwaukee. Members include Roy Emerson, signal supervisor of Milwaukee, C. E. Boyles, signal supervisor of Green Bay, Don Armstrong of Escanaba, signal maintainer; and Lloyd Mannigal, signal maintainer of Iron Mountain.

The brotherhood in observing its 50th year in 1951 noted that it had progressed from a wage of $1.40 a day to $1.79 an hour and that for the past several decades it had not been faced with problems of expanding trackage, but rather with modernizing the exisiting railroad plant, a common problem of all the brotherhoods.

Order Of Conductors

The Order of Railway Conductors is the oldest organization here in the history of railroad groups. Delta Division 86 charter was first issued on Aug. 26, 1883. There were 24 original members.

The first members were: James Lyons, Cyrus G. Mason, D. Dixon, C. G. Banous, S. J. Masson, M. R. Eagon, T. E. Oliver, A. G. McBride, A. A. Kirkpatrick, F. Daley, C. Valentine Jr., R. Roberts, C. Petterson, D. Fish, A. Houle, A. Boland, G. Hughs, M. Gibson, F. Moran, A. M. Wright, F. M. Miller, F. Langworthy, C. Helmer and M. Manley.

The present officers in the organization are J. P. LaFave, president; L. B. Shanahan, secretary-treasurer; R. J. Taylor local chairman.

Locomotives Of Early C&NW Line All Had Names

All the locomotives used by the Chicago & North Western Railway on its pioneer iron ore haul from Negaunee to Escanaba had names, as well as numbers. Some of the names were the Negaunee, Escanaba, Iron Cliffs, Maquanty, Mississippi, and Portage.

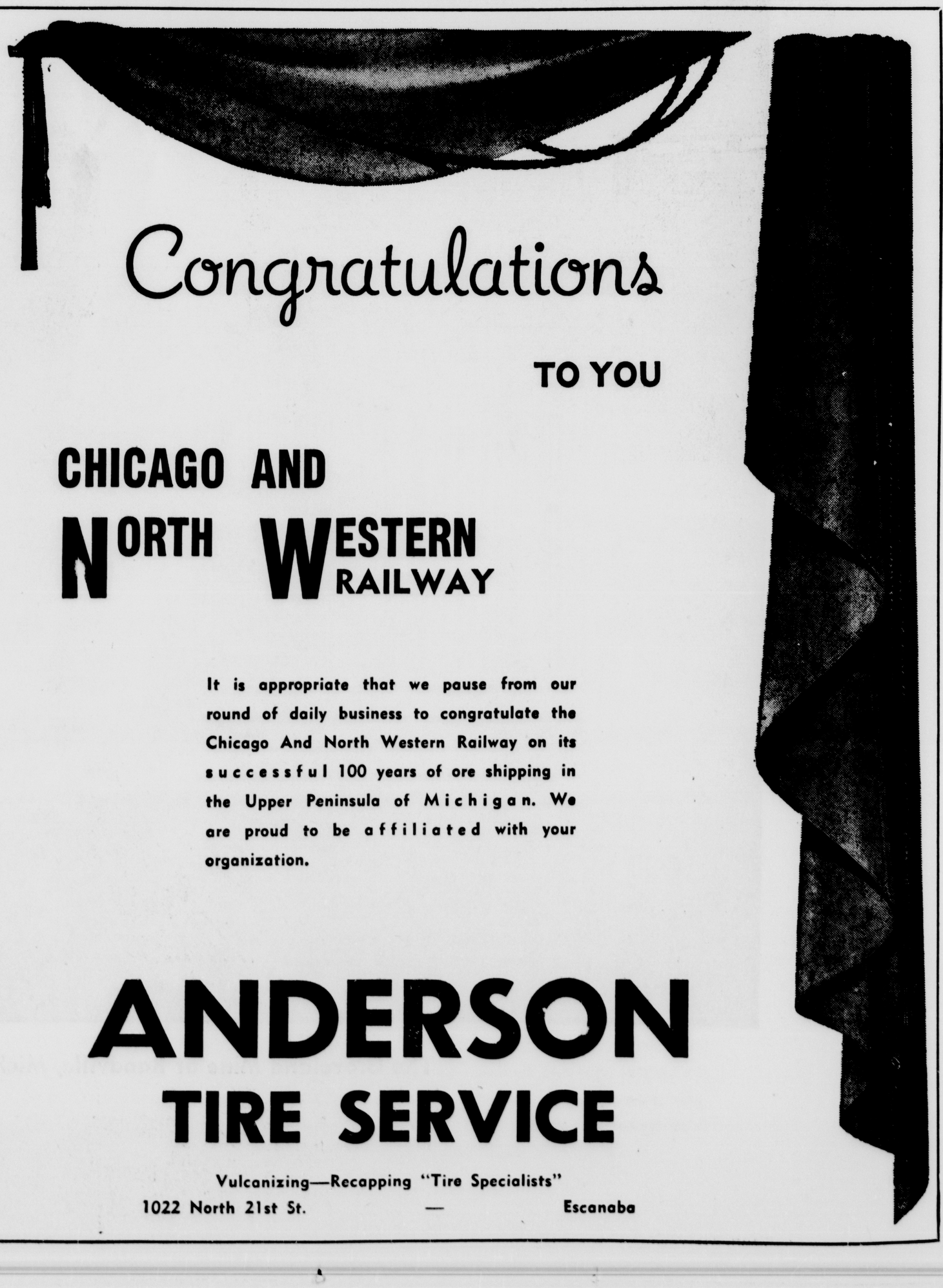
Passenger engines were given racier names, like The Gazelle.

Early Escanaba settlers came to know the little switch engines named the Wasp, Tiger and Vulcan.

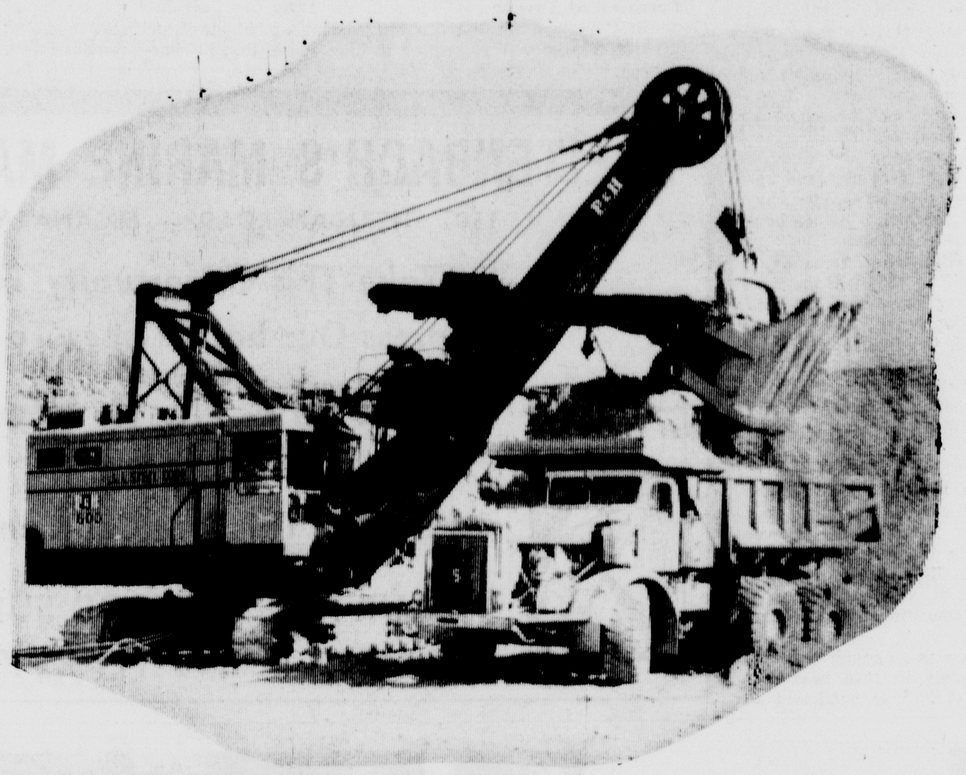
These were all wood-burning locomotives with balloon stacks. Wooding stations along the line where the engines were fueled were at Days River, now Brampton, Shake Town, now Trombley; Centerville, now Lathrop, and Swanzy. By 1880 the locomotives had been converted to coal burners.

The Ore Handlers
Local 400
Brotherhood Of
Railway Clerks
add their
Congratulations
to the
Chicago &
North Western
on their
100th Anniversary
—of—
Iron Ore Shipping
—from—
Escanaba, Michigan

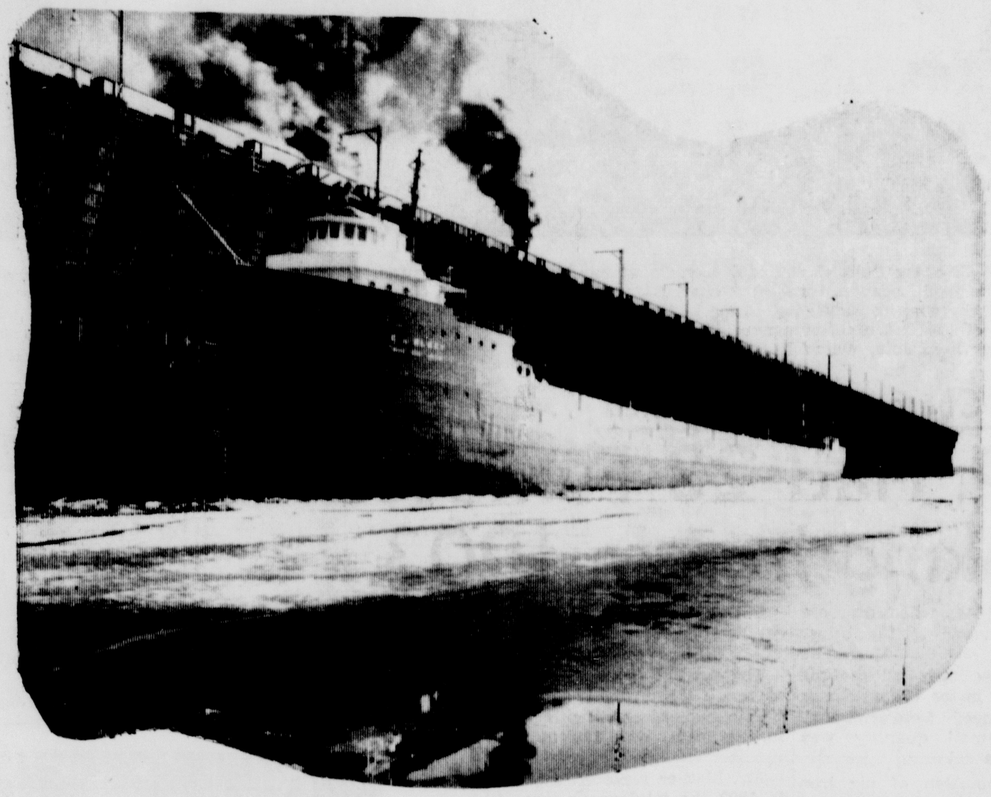
We Salute You
CHICAGO AND
NORTH WESTERN
RAILWAY
on
100 YEARS
of
Iron Ore Shipping In The Upper Peninsula. We wish your next 100 years more prosperous and successful than ever!
BIRDS EYE
VENEER CO.
Escanaba, Michigan


Congratulations
TO YOU
CHICAGO AND
NORTH WESTERN
RAILWAY
It is appropriate that we pause from our round of daily business to congratulate the Chicago And North Western Railway on its successful 100 years of ore shipping in the Upper Peninsula of Michigan. We are proud to be affiliated with your organization.
ANDERSON
TIRE SERVICE
Vulcanizing—Recapping "Tire Specialists"
1022 North 21st St. — Escanaba

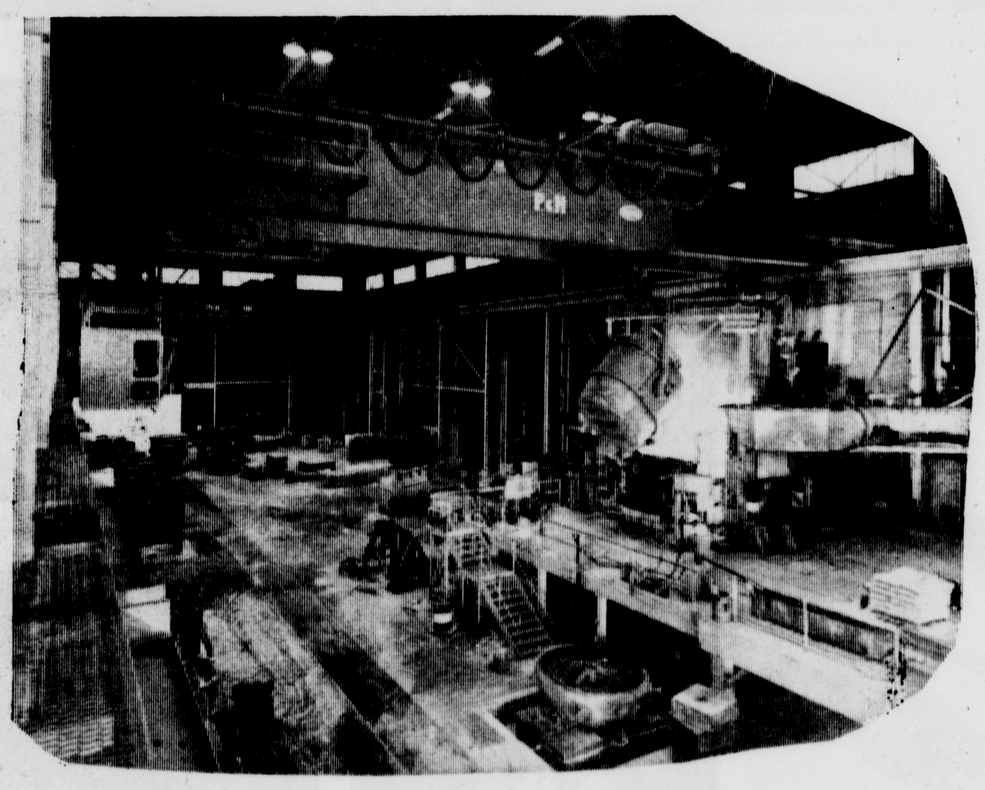
ESCANABA — CITY OF IRON



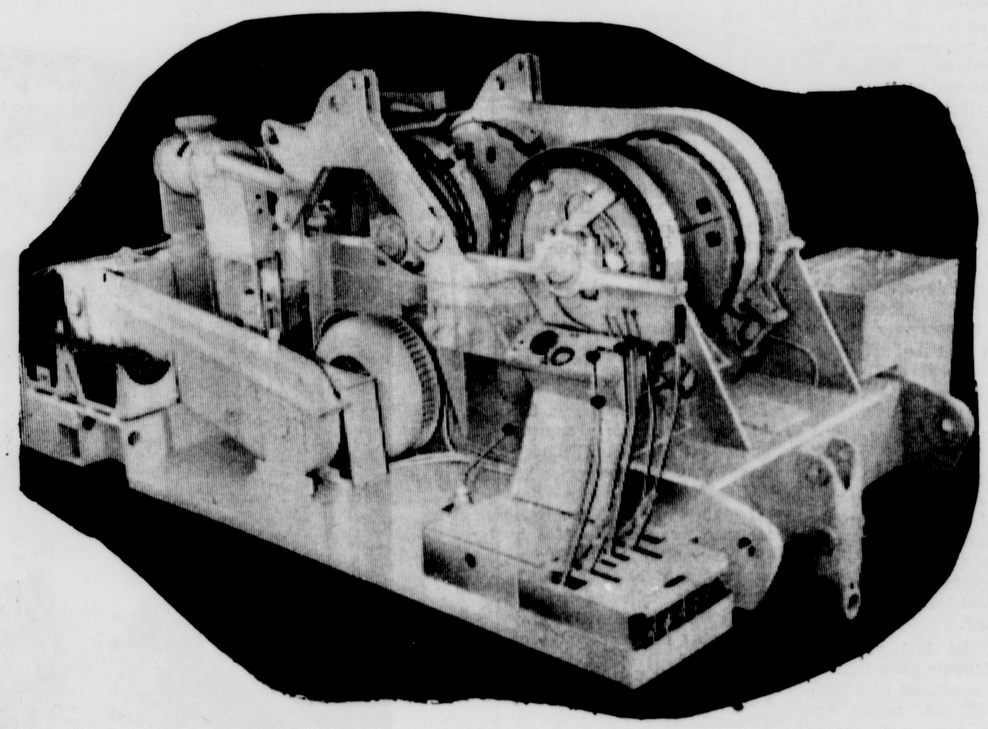
"A" The first part of the cycle finds raw ore being wrested from nature by large electric shovels. Here's the type of 6 cu. yd. P&H excavator you can expect to find hard at work in the heart of Upper Michigan.



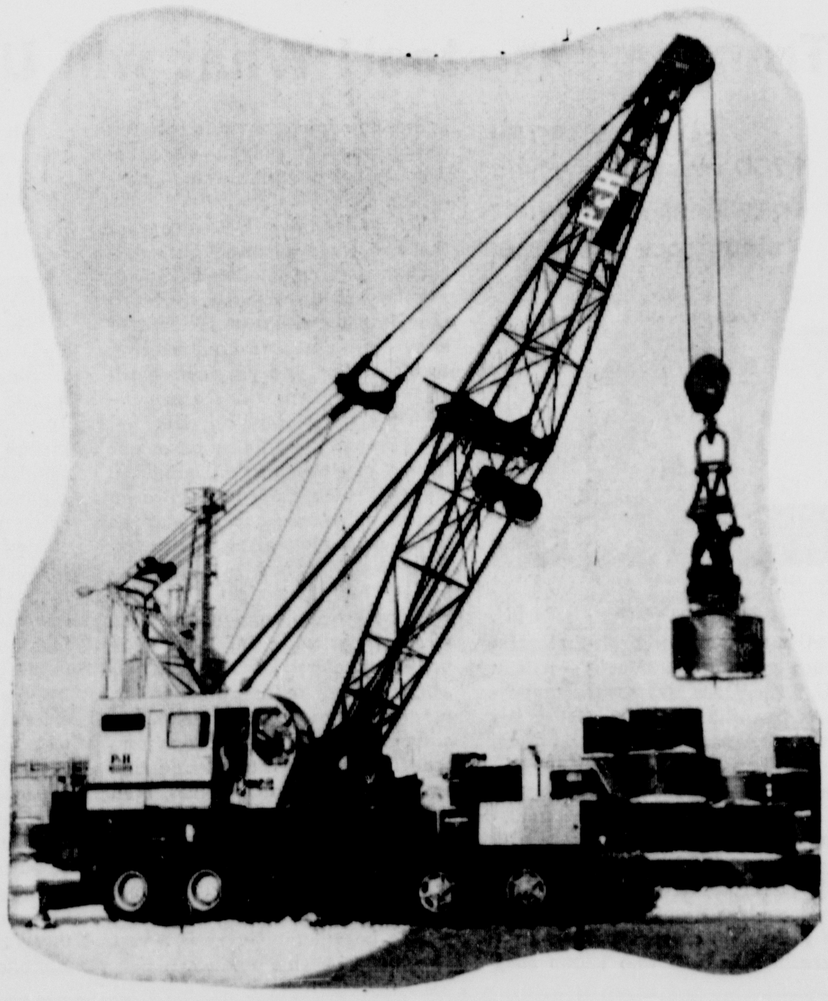
"B" From the pelletizing plant, the ore moves by C&NW to Escanaba . . . thence by giant ore boats to the hungry blast furnaces of Gary, Hammond and Chicago.



"C" Here, the massive P&H overhead crane tips the ladle for another "pour" of molten iron.



"D" Varieties of high quality steels then return to Escanaba to be crafted into today's modern machines, such as this assembly of a P&H crane.

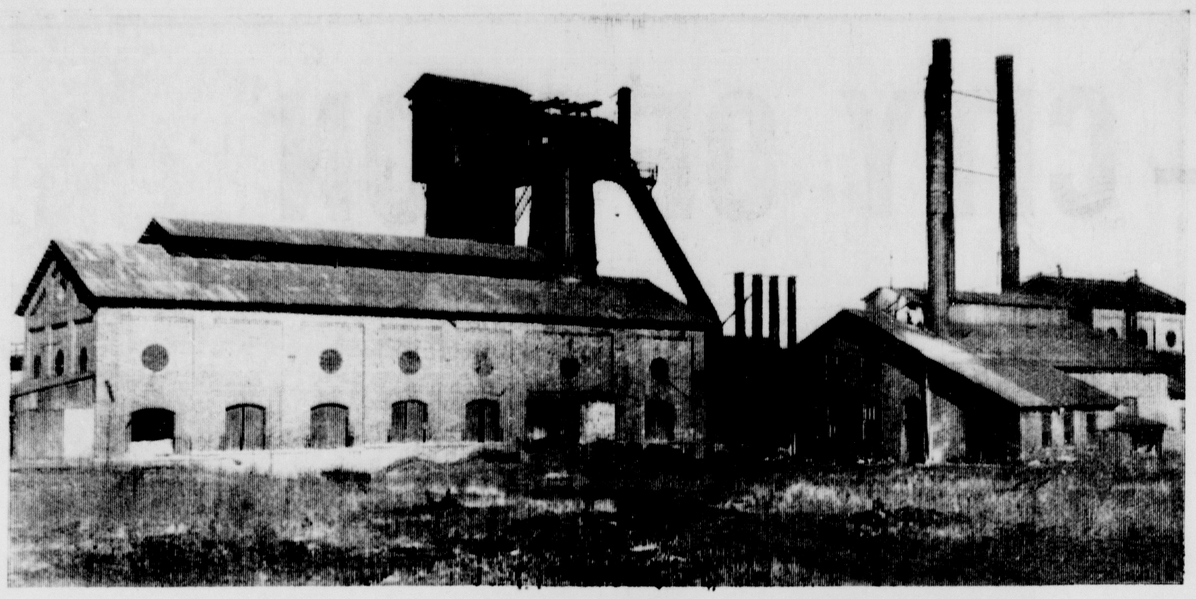


"E" From the mills come all shapes, sizes and descriptions of steel. For example, dependable P&H cranes are called upon to handle these massive steel coils being loaded at the mill.

Iron Ore – backbone of mankind's technology – has had a strong impact on the economic growth of Escanaba and Upper Michigan. Harnischfeger Corporation is proud of its role in the fascinating cycle of steel and its uses. We join the people of Escanaba in saluting the Chicago & North Western on their 100th anniversary of iron ore shipping from the port of Escanaba.

HARNISCHFEGER

P&H
QUALITY & SERVICE SINCE 1884



THE PLANT of the Delta Chemical & Iron Co. at Bay View, or the Chemical Location, turned out charcoal, wood chemicals and charcoal iron until its closing in the late 1930s. It was one of the last units of a once important industry in the Upper Peninsula, which has only one wood chemical operation left, that of the Cliffs-Dow Co. at Marquette, and no charcoal iron furnaces at all. The former site of the Delta plant is now the site of the Holly Corp. marine terminal, which stores jet fuel for the military aircraft at K.I. Sawyer Air Force Base, to which it is moved by pipeline.

When Charcoal Kilns Smoked

U.P. Had 23 Furnaces Making Iron In 1903

Up to 1844, when iron ore was discovered in the Upper Peninsula on the Marquette Range, practically all the pig iron made in the United States was produced from charcoal. Only a small quantity was made from coke.

The proportion of pig iron made from charcoal decreased until in 1860 it was only 30 per cent of the total, while in 1902, when the production of charcoal iron had about reached its peak, it amounted to only 2 per cent of the total production of pig iron in the United States.

The proportion had fallen to less than 1 per cent in 1925.

The charcoal iron industry in the Upper Peninsula of Michigan, whose high grade iron discovery in the early 1840s changed steelmaking in America, developed in great difficulties of both a frontier area and a pioneer industry. William G. Mather, president of the Cleveland Cliffs Iron Co., wrote a history of the industry titled "Charcoal Iron Industry of the Upper Peninsula of Michigan" from which all later historians interested in the subject have borrowed liberally.

23 U. P. Furnaces

His history appeared in the Proceedings of the Lake Superior Mining Institute in Vol. 9 of 1903 and it listed 23 charcoal iron furnaces in the Upper Peninsula and 14 in the Lower Peninsula.

After that there were added the furnace of the Delta Chemical Co. at Wells. Mr. Mather attempted estimations of the quantities of wood consumed by these furnaces and their production of pig iron, a very difficult accounting because of the lack of central industry records in that period.

In 1903, the last year for which Mr. Mather gave figures, the tonnage produced was extimated at 239,758, which exceeded the previous record reached in 1890.

In 1925 there were five charcoal pig iron furnaces in blast in Michigan:

Cleveland-Cliffs Iron Co., Marquette.

Delta Chemical & Iron Co., Wells.

Antrim Iron Co., Antrim.

Mitchell-Diggins Iron Co., Cadillac.

Charcoal Iron Co. of America, Newberry.

Cliffs Was Biggest

The average daily production of the Cliffs furnace at Marquette, which was the biggest in the state, was 120 tons a day.

Mr. Mather reported that up to 1903 the total production of charcoal in Michigan was 4.6 million tons, according to figures he could obtain. He estimated that the area of hardwood cut over to produce the necessary charcoal as 330,820 acres of solid wood land.

From that time to an accounting in 1925 there had been produced about an equal tonnage of charcoal iron in the state, so that it was estimated that at least 6,600,000 acres of hardwood land has been cleared for this purpose, out of the 36.7 million acres in the state.

The first attempt to smelt iron in the Upper Peninsula from ores of the Marquette Range was made at the Jackson forge on the Carp River, the first iron being made by A. N. Barney on Feb. 10, 1848. Then the Marquette Iron Co.'s forge at Marquette was built in 1849 by A. R. Harlow and associates.

This was followed by the construction of forges at Collinsville, Forestville and elsewhere.

First Furnace 1857

The first charcoal iron furnace in the Upper Peninsula was that of the Iron Cliffs Co. the mover of the enterprise being Charles T. Harvey. That company's Pioneer Furnace in Negaunee was built in 1857 by S. R. Gay and L. D. Harvey. It went out of blast in 1893.

This was followed by the building in the next 15 years of a number of furnaces as follows:

Pioneer at Negaunee.
Collinsville.
Bancroft at Forestville.
Northern at Chocolay.
Champion.
Greenwood.
Michigan at Clarksburg.
Fayette in Delta County.
Deer Lake, Ishpeming.
Munising.
Bay at Onota, near Munising.
Escanaba, in North Escanaba.
Marquette and Pacific Rolling Mill.
Grace at Marquette.
Peat at Ishpeming.
Carp River at Marquette.

These furnaces are shown on a chart published in Vol. 1, Michigan Geological Survey, published in 1873. This chart reveals that bituminous coal was used at the Rolling Mill and anthracite at the Grace Furnace in Marquette, neither of which were operated for long. The Peat Furnace at Ishpeming was a failure until charcoal was substituted.

The building of new furnaces was resumed some 10 years later and the following were created:

Martel, St. Ignace.
Vulcan, Newberry.
Manistique.
The Gogebic, Iron River.
The Gladstone, at Kipling.
Cliffs, Kipling.
Pioneer, Marquette.
Delta, Bay View (Chemical Location.)

Charcoal iron furnaces were built in the Lower Peninsula at Elk Rapids, Fruitport, Detroit, Wyandotte, Hamtramck, Mancelona, Bangor, Ironton, Boyne City and Cadillac.

Menominee Furnace

The Martel Furnace at St. Ignace was built in 1881 and the Vulcan at Newberry in 1882, the Gogebic at Iron River in 1886 and the Menominee at about the same time.

Thereafter all the charcoal iron furnaces built were combined with chemical plants in which were recovered and refined by distillation the by-products obtained by carbonization of the wood.

The Gladstone furnace of Cliffs built in 1896 was the first of this type and was followed by the Manistique between 1900 and 1905, the Pioneer No. 2 at Marquette (1903), and the Delta at Wells. During this time a by-product plant was added to the Vulcan Furnace at Newberry.

The Charcoal Iron Co. of America acquired the furnaces at Newberry, Manistique and Chocolay and in the Lower Peninsula those at Boyne City and Elk Rapids and also the furnace at Ashland, Wis. It ceased operations in the late 1930s.

There was so much charcoal being made in 1886 near Detroit that it was sufficient to supply five charcoal blast furnaces operating there at that time.

The Delta Chemical furnace at Bay View was the last to operate in this area. It quit blast in 1939 and the company liquidated its wood chemical and charcoal iron operations. The furnaces were sold for reassembly at Rust, Texas, where a charcoal iron industry was to be started on a low grade iron deposit, but the plant was never operated after reassembly in the Lone Star State.

Furnaces At Fayette

There in Fayette State Park are two well preserved stone furnaces of the iron industry that operated there in the mid-1800s, smelting Marquette Range ore which had been barged from the railhead in Escanaba to Snailshell Harbor, with charcoal made from fine virgin Garden Peninsula hardwoods.

A narrow gauge railroad brought the cordwood to Fayette and it was loaded from the top of a ridge into the beehive kilns. One of the old kilns has been restored so visitors may see what the battery looked like in the 1800s.

The forging of "blooms" and the making of pig iron in charcoal-fired furnaces has ended in the Upper Peninsula. The ore goes to the steel mills on the lower lakes now for smelting and an increasing portion of it goes pre-processed into pellets with high iron content, much of the silica, having been removed in beneficiation at the mine plants.

Most of the hugh areas deforested to provide the wood for the charcoal making are wooded again and not many of the hundreds of beehive kilns made of fieldstone to convert the cordwood into charcoal by slow burning in stoppered kilns remain intact today.

BREITENBACH'S MARINE MARKET

1501 SHERIDAN ROAD — ESCANABA

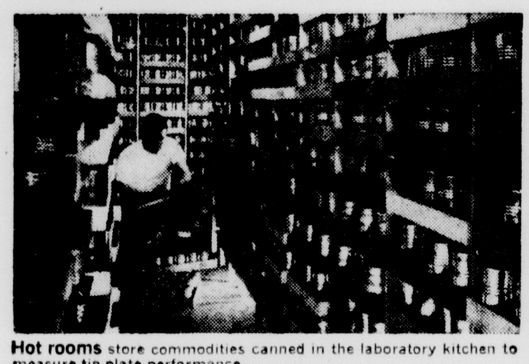
We Take This Opportunity To Express Our Best Wishes To

Chicago & North Western Railway

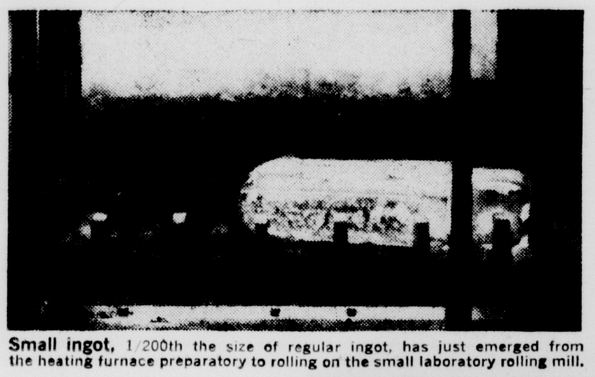
During This Ore Centennial!

"YOUR MARINE FOOD SUPPLIER FOR MANY YEARS!"

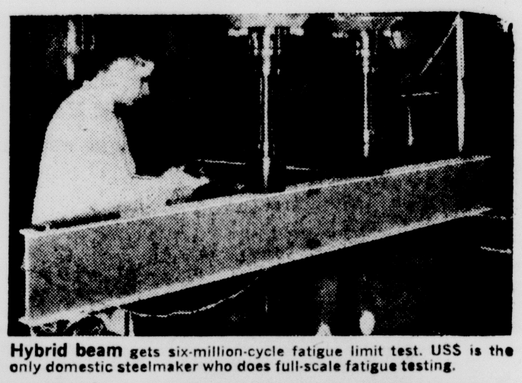




Hot rooms store commodities canned in the laboratory kitchen to measure tin plate performance.



Small ingot, 1/200th the size of regular ingot, has just emerged from the heating furnace preparatory to rolling on the small laboratory rolling mill.



Hybrid beam gets six-million-cycle fatigue limit test. USS is the only domestic steelmaker who does full-scale fatigue testing.



U. S. Steel research people have actually produced steel so thin that you can see through it. At the moment, it is strictly a laboratory curiosity.



Heart of the solids mass spectrometer, only instrument of its kind in the industry that measures trace impurities in pure metals down to 1 part in 100,000,000.



Behavior of metals, such as oxidation characteristics, is investigated in custom-built apparatus like this vacuum microbalance.

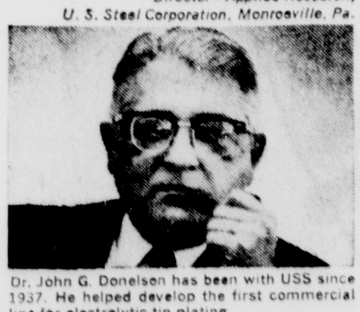


Outer space? No, it's an Ultraphot study of a sample of iron ore, useful in determining the best process for beneficiating ore.

Transparent steel! What will U. S. Steel think of next?

"I can give you 1,700 reasons why you consistently get better steel from U. S. Steel"

—Dr. John G. Donelson, Director—Applied Research, U. S. Steel Corporation, Monroeville, Pa.



Dr. John G. Donelson has been with USS since 1937. He helped develop the first commercial line for electrolytic tin plating.

"About 1,700 researchers—the largest such group in the industry—work in U. S. Steel labs. But far more impressive than the size of our staff is the work they have done for steel users.

"Perhaps I can best explain this work by starting in 1928. That year U. S. Steel initiated the steel industry's first hardenability research, a program that ultimately permitted the prediction of which alloying elements added to steel would result in a given depth of hardness by heat treating. Anyone who knows steel knows how important this research was, especially during the war years when certain materials were in critical supply.

"A modern-day USS program that's no less impressive is our applications research, another USS first. For the past 10 years we have worked cooperatively with manufacturers of architectural, structural, automotive, transportation and domestic 'hardware' in order to provide these people with the latest technical data and concepts on the application of our 'family of steels' in their products. To give you a partial rundown on results, we've helped develop designs for new stainless steel and carbon steel windows, new highway sign bridges, new lightweight oil drilling rigs, trucks that weigh far less than conventional units and haul more payload, the first 'kitchen-clean' all-stainless steel railroad hopper car, new ways to coat steel sheets used in automobiles to inhibit corrosion from road salts, a new steel foundation system for residential homes, even new extra-durable steel shelving for refrigerators.

"Recently, we have rolled steel so thin you can see through it. Though it remains in the experimental stage, a little imagination suggests a vast potential for such a product.

"The list goes on but the point is this: nobody even approaches U. S. Steel's constant efforts to improve steel through research, both fundamental and applied. I think you would find a thumbnail sketch of our Monroeville, Pa., Research Center quite enlightening.

"There we have scientists studying the kinetics of gas-metal reactions, probing electron energy states in metals with long-wave X-ray, using an electron microscope to study the crystal lattice of steel sliced 10 millionths of an inch thin, and continuing to analyze elevated temperature creep phenomenon in a program we started 30 years ago. We have pilot plants for hot ore briquetting, sintering, coke making, vacuum casting; scaled-down blast furnaces and rolling mills for rolling experimental steels; pilot lines for continuous electroplating of different coatings on steel coils; a special machine that tests railroad wheels by simulating actual service under various operating conditions. Next door to a technician canning peaches in our laboratory kitchen, another specialist may be putting the finishing touches on a report such as, 'The Development of Colorimetric Methods to Determine the Weight of Specific Vapor-Phase Inhibitors Applied to Black Plate.'

"That's just a thin slice of life in the U. S. Steel Research Lab. Behind everything we do here there's a single objective: to serve our customers better . . . whether it's our corrosion research that constantly whittles away at the $5-billion plus cost per year of corrosion to American industry, the development of a new steel that delivers more strength, more performance, per dollar, or the solution of a customer's fabricating problem. This intensive work here at Monroeville and similar work on a smaller scale at our plants is tangible evidence that you get *more* than steel when you buy from U. S. Steel."

Another important point. In addition to offering the industry's most comprehensive technical assistance, we make the finest steel products you can buy. When you need special steels to make your products more durable, more efficient, or less costly, call U. S. Steel.

United States Steel

USS TRADEMARK

strong, versatile, reliable

CONGRATULATIONS

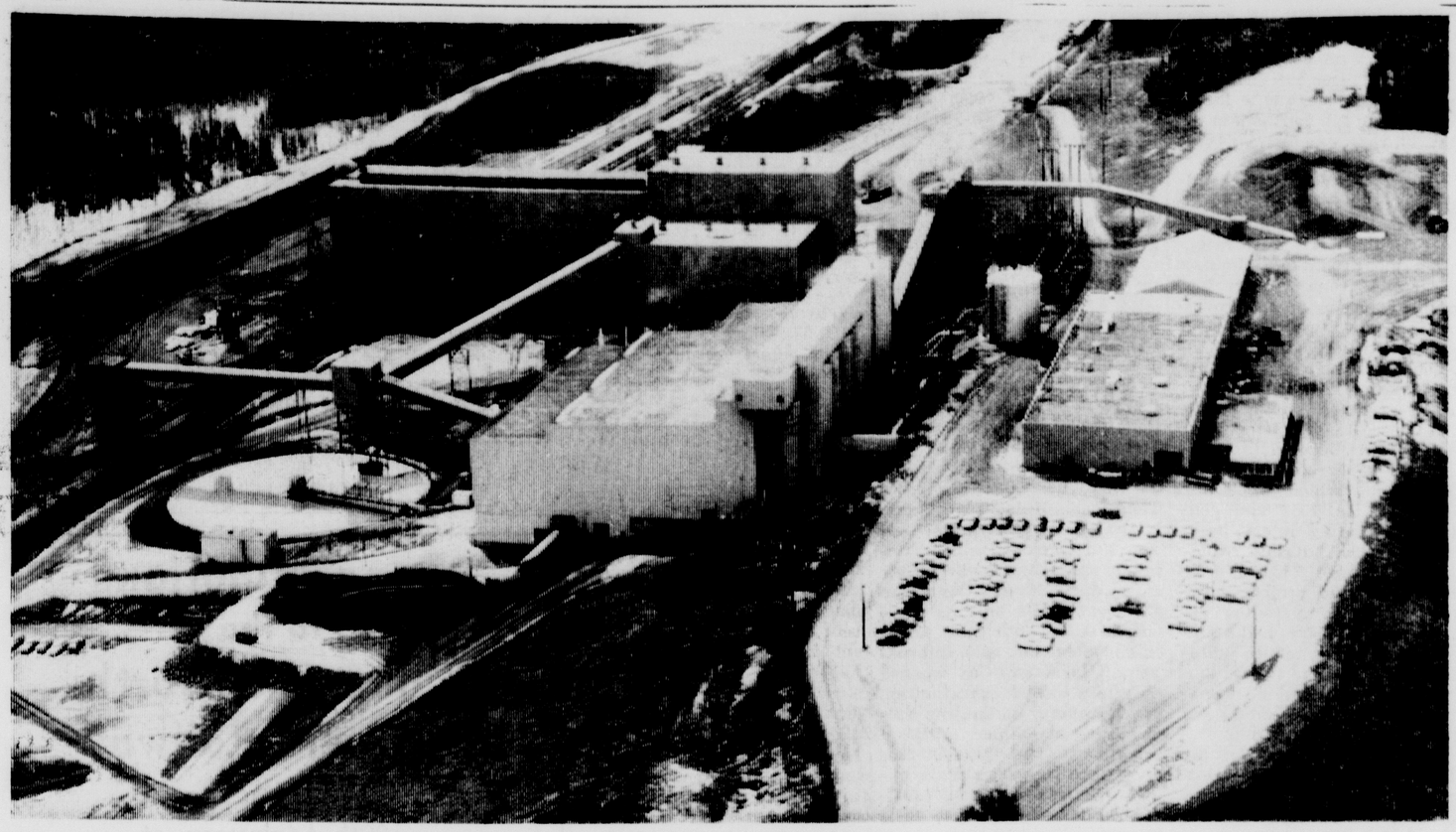
To

Chicago And North Western Railway

On iron ore shipping in the U.P. for the past 100 years. Your wise business management has helped the growth and success of everyone living in our great Upper Peninsula.

NESS Glass Co.

1509 Ludington St. Escanaba



THIS IS THE MODERN iron ore beneficiation and pelletizing plant of the Hanna Mining Co. at its Groveland Mine near Randville in Dickinson County. The only such huge installation on the Menominee Range, its concentrator has a capacity of 1,500,000 tons of beneficiated ore and its pelletizing unit can turn out 1,250,000 tons of pellets a year.

Hanna's Modern Mine Plant

Menominee Range Gets New Era At Groveland

The Menominee Range, long a producer of iron ore from shaft mines, has entered a new era of large scale production from surface mining with the Hanna Mining Co.'s Groveland Mine at Randville 22 miles north of Iron Mountain.

And now this mine plant has been expanded to provide facilities for the production of high grade, partially fluxed pellets of its beneficiated ore.

Expansion of the concentrator section and construction of the pelletizer was started in January 1962 and production began on March 18, 1963.

The concentrator now has an annual capacity of 1,500,000 tons, up from 700,000. The pelletizer has a 1,250,000 ton a year capacity. The expansion and new construction of the iron ore treating facilities, which required additional capital investment of more than $16 million, has put the iron ore product produces at Groveland in a better competitive position with iron ores coming from other states and countries, Hanna Mining Co. reports.

Up to the expansion point, Groveland ores, which are of the jasper description, were mined, ground in a series of crushing and grinding stages and the iron bearing particles separated from waste by spirals and flotation process. The concentrate was then de-watered and shipped in the fine state.

With the addition of the pelletizing section to the plant, the increased amount of fine ground concentrate is delivered by belt to three 900 ton storage bins. The concentrate is further ground in three new ball mills and routed to four disc filters and put into one of four bins and taken from there by table feeder to a belt where bentonite is fed onto the material and both are moved into one of four balling drums. Green pellets are heat hardened in a horizontal traveling grate type furnace, one of the widest and longest ever built. It is almost 10 feet wide and 255 feet long and has 30 burners using fuel oil.

Temperatures in the furnace zones go from 550 degrees in drying to 1800 in the pre-heat stage, to 2,400 in firing and 1800 in the after firing stage.

Adding the pelletizing section to the iron ore treating process and expanding existing facilities has increased employment to about 300 men. When the mine and original concentrator were operated, about 180 people were employed at Groveland.

The Groveland Mine was first opened by other interests in 1891. After limited operations it closed in 1913. It remained closed until 1951 when Hanna Mining erected a pilot plant which operated for about a year. Between 1952 and 1957 studies of the results of the pilot plant pointed the way for construction of the commercial plant, which was begun in 1957 and completed in March 1959.

Through The Years . . .

It has been our privilege to have helped to service equipment for the Chicago & North Western Railway. Our best wishes to you on this 100th Anniversary

RICHIE AUTO ELECTRIC, INC.

111-115 N. 11th St. Escanaba

Congratulations

to the..

"North Western"

The Chicago & North Western Railway can justly be proud of this occasion as it marks its

Centennial of Service

In the past 100 years, Chicago & North Western has well served the growing needs of the Upper Peninsula, and we join with hundreds of other friends in a sincere salute at Centennial time.

Lake Superior & Ishpeming Rd.

MARQUETTE

CONGRATULATIONS

--TO--

CHICAGO & NORTH WESTERN RAILWAY

ON THEIR

100TH ANNIVERSARY OF IRON ORE SHIPPING



FROM

ESCANABA, MICHIGAN

We have enjoyed our pleasant association with you for many years and take great pleasure in extending best wishes as you reach this significant milestone.

BOLAND & CORNELIUS and the AMERICAN STEAMSHIP COMPANY

Marine Trust Building -- Buffalo, New York

Cliffs Ventures Give Marquette Range Income

(Continued From Page 4)

was that of moving the iron ore to the furnace.

After smelting, the bulky iron blooms had to be transported over the rugged terrain to Lake Superior and shipped to lower lake ports, a portage being necessary at Sault Ste. Marie. The building of the first successful railroad to the docks at Marquette in 1857 accomplished much toward the solution of these problems. The first dock designed especially for iron ore was built by the Cleveland Iron Mining Co., in 1859, as well as the first steel steamer used on the Great Lakes in the iron ore trade.

These improved transportation methods and the increased demand for iron ore caused by the Civil War provided a new impetus for the growth of the iron ore industry. Iron-mining was entering upon a new era that would demand far-reaching changes in managerial structure and operational techniques. Surface ores were rapidly being exhausted and underground shafts became necessary. The Cleveland Iron Mining Co. was the first to develop an underground mine in 1866. These underground shafts required huge outlays of capital. To this end a merger was affected between the Cleveland Iron Mining Co. and the Iron Cliffs Co. with the help of Jepha Wade, a director in both. The new organization was called The Cleveland-Cliffs Iron Co.

The Union of these interests brought under one management the control of the most important mineral lands in the Marquette district. Increasing costs became too great for the capital structure of the historic Jackson Co. and it, too, became a part of Cleveland-Cliffs in 1905.

Diamond Drilling

Over the years developments occurred which aided the growth of the iron mining industry. Cleveland-Cliffs was the first of the mining companies to introduce the diamond drill to locate ore bodies. This was in 1877. The harnessing of electric power also did much to advance the cause of iron mining. Electrification of the mines began in 1910 providing for electric underground lighting, haulage, hoisting and development equipment.

An improved economic position for the underground operation resulted. Continued development in railroad and shipping facilities, together with great strides which were made in the technology of mining methods, machinery and equipment all served to nurse the youthful industry to strength and maturity.

Iron ore shipments through 1963 from the Marquette Range, where iron ore was first discovered in Michigan in 1845 and in the Lake Superior District, total 321,976,885 tons. Of this amount Cliffs has shipped from the Marquette Range 189,993,053 tons. There have been 274,218,619 tons shipped from the Menominee Range since 1877 and 253,383,400 tons from the Gogebic Range since 1884.. This makes a total of 849,578,904 tons of iron ore from the Upper Peninsula, which has had a great impact upon the economy of Michigan and the nation.

The largest combined annual shipment was in 1929 when 16,889,448 tons were transported to the lower lake ports. The smallest annual tonnage was in 1932 at the depth of the depression when shipments dropped to 978,371 tons.

The peak of active mines in Michigan was 45 in 1943, employing 8,188 men. This does not represent peak employment, however, for in 1925 the Michigan iron mines work force was 11,953. The lesser shipments, in 1943 indicate mines had become more efficient by 1943 through the aid of improved technology and mechanization.

The number of underground mines has gradually declined. In 1964 there are only 12 operating in Michigan, employing 2,600 people. Cliffs, which in 1950 operated six underground mines and one open pit on the Marquette Range in 1964 has two underground and four open pit operations, three of which are low-grade properties. This trend reflects the change in iron mining. The underground mines for the most part are unable to meet the quality requirements of steel manufacturers.

No name is more closely associated with Michigan iron ore mining than that of Mather. It was Samuel Livingstone Mather who helped form the Cleveland-Cliffs Iron Co.'s predecessor firm in the 1850's and who was the focal personality of the organization for 40 years, half of them as president. The company he helped found was highly instrumental in developing the iron ore industry of the Lake Superior region, which later made Cleveland a great manufacturing center.

His son, W. G. Mather, who was actively associated with the company for 70 years, succeeded his father as president, serving in this capacity 43 years. During his office the Cleveland Iron Mining Co., as the firm was then known, was merged with the Iron Cliffs Co., to become the present Cleveland-Cliffs Co.

Mather was ultra modern in his ideas regarding welfare and seemed to turn naturally to the human side of mining, realizing that not only was this the decent thing to do, but that contented families are an asset to any company.

Under leadership of William G. Mather and long before the organized labor movement became a force in the Lake Superior District iron mining industry, Cliffs had pioneered in establishing a progressive program of employe benefits. The Welfare Department, a prototype in industrial relations, was established in 1905. This department administered a program of employe benefits which included visiting industrial nurses, assistance to needy families of employes, and the administration of company-instituted pension program established in 1909. A hospital was built in 1918, a competent staff of physicians and surgeons was maintained, and a medical plan was provided the employes at very low cost.

The organization of the iron mines in the Lake Superior District by the United Steelworkers began in 1937 and by 1942 had succeeded at all operations of Cleveland - Cliffs. This era introduced a new concept of employer-employe relations. From then on employe benefit plans as well as terms and conditions of employment were to be negotiated with a bargaining agent. The company-instituted pension benefits were supplanted in 1949 by the pension plan negotiated with the United Steelworkers Union. Eventually the company's medical program was superseded by that negotiated with the union. In 1952 the company got out of the hospital business and donated its hospital facilities to the newly organized Ishpeming Hospital Association.

Steelmakers Wages

The first years of unionization were stormy. A long, bitter strike in 1946 marked the low point of Cleveland-Cliffs union - management relations. Since that time there has been steady progress toward maturity by both parties until today the day-to-day relationship is remarkably trouble-free. Employes in the iron mining industry represented by the Steelworkers Union receive the same benefits and rate of pay as employes in the steel mills, which is among the highest in the nation.

The iron mining industry has for many years carried on a program of accident prevention through safety education. Progress in mining safety during the early years was very slow. Men were inclined to take chances. Injuries were frequent. All of this has gradually changed. One of the first safety departments in the metal mining industry with a full time safety director at its head was organized in 1911 by Cleveland-Cliffs. Later other men were employed as safety inspectors, and ventilation engineers. Mine rescue and first aid training are conducted with the assistance of engineers of the health and safety division of the United States Bureau of Mines.

No contribution made by industry to its employes has done more to establish employe happiness. The employe has become safety minded and he, as well, as industry, has benefitted.

New Sources, Techniques

For some time it had been apparent to the iron ore industry that sooner or later the reserves of high grade ore in Michigan and the Lake Superior District acceptable to the steel mills would disappear. The drain resulting from two world wars and the improved steel making techniques requiring ore of higher content than the so-called standard ores from the underground mines hastened exploration for new sources of high quality direct shipping ore. It sped development of techniques for upgrading standard ores and beneficiating low-grade ores.

Direct shipping, high quality low-cost foreign ores have been imported in increasing amounts. In 1963 one third of the iron ore consumed in the United States was from foreign sources. This has been a major threat to the iron ore mining indusrty in Michigan. If the mining companies did not succeed in utilizing the leaner ores successfully, making them competitive with the foreign ores, they would have to leave the area, creating "ghost towns."

But before use could be made of the low-grade jasper, as it is known in Michigan, two important problems had to be solved. One was the pelletizing, the other, preceding the pelletizing was to learn how to beneficiate, or upgrade, the low-grade ore. To carry on this research Cliffs built a half million dollar research facility at Ishpeming in 1948, and a $750,000 pilot plant in 1959. The research in this facilities is conducted by a dozen engineers and 50 technicians.

Cliffs research effort goes on steadily at a cost of almost $1,000,000 a year. This research payoff is evidenced in the opening of three-low-grade ore plants on the Marquette Range by Cliffs and its partners in the last 10 years.

Legislature Helps

The Michigan Legislature also was instrumental in development of these properties. In 1951, the Legislature recognized the need to stimulate low-grade iron ore development by passing an act providing for a specific tax (in place of an ad valorem tax) on the output of beneficiation plants. This tax break served as a spur to low-grade ore mining on the Marquette Range.

Cliffs' first beneficiation project on this range was the Ohio Mine, which went into production in 1952 and continued operating intermittently until 1960, during which time it shipped 745,620 gross tons. The Ohio project, however, involved upgrading natural ores by heavy media separation and was totally unlike the beneficiation operations that were to be carried out at the three low-grade mines and plants that were to follow.

The first of these was the Humboldt Mine, owned jointly by Cliffs and the Ford Motor Co., and constructed at a cost of $19 million. The property was opened in February 1954 as a mine and concentrating plant only. It was expanded in 1960 when two grate kilns were installed, bringing the capacity to 800,000 tons of pellets annually. The Humboldt operation employs 267 persons.

The second producer of concentrate on the range was the Republic Mine, which went into production in 1956. At the same time, the Eagle Mills pellet plant was opened by CCI to pelletize ore mined at the Republic. A pellet plant was added to the Republic Mine in 1963. These additional facilities give the Republic an annual capacity of 2,800,000 tons of pellets annually. Of this amount, 2,000,000 tons are pelletized at the mine and 800,000 at the Eagle Mills plant.

Underground Change

Owned jointly by Cliffs, Jones & Laughlin, International Harvester and Wheeling Steel, the Republic Mine, with its improvements, represents an investment of $46,000,000. The Eagle Mills plant cost $5,300,000. At present, 528 persons are employed at the Republic and 112 at Eagle Mills.

On April 16 of this year Cleveland-Cliffs and its associates — McLouth Steel Corp., Inland Steel Co., and International Harvester Co., opened the third pellet operation on the Marquette Range, the Empire Mine at Palmer, with a rated capacity of 1,200,000 tons of pellets per year. This capacity is to be doubled to 2,400,000 tons by Jan. 1, 1967. The plant, on which construction was begun in 1962, was built at a cost of $44,000,000. Employment at the Empire totals 335 and will be increased when the plant expansion occurs.

Meanwhile, Cliffs and its partners are proceeding to extend the pelletizing process to underground ores, thus prolonging the life of the Mather Mine, largest underground property on the range.

This will be the first operation to pelletize Lake Superior underground ores. This project counteracts an alarming trend which in the last few years has seen many of the Michigan underground mines closed. The passage of the specific tax for agglomerated underground ores in 1963, which resulted from a team effort of management, the United Steelworkers Union, the Michigan Legislature and civic organizations, was an important factor in the project.

Teamwork Paid

The Mather Mine is being expanded to produce 2,400,000 tons of iron ore by 1966, one-half of which will be pelletized at the new Pioneer Mine plant being constructed adjacent to the site of Cliffs' present ore improvement plant at Eagle Mills, now being reconstructed for year around operation. Total expenditures for all parts of the program will approximate $15 million. The impact of this expansion will be far reaching on the Marquette Range. Not only will the present 350 jobs at the Mather Mine be saved, but the working force will be more than doubled with additional jobs for approximately 400 men to staff the new facilities.

The Mather Mine started producing iron ore in 1945. A record production of 2,631,000 tons was produced in 1957. Since that time production has steadily decreased to a low of 700,000 tons in '63. The new development of the mine will again bring it up to capacity.

The picture of the underground mines and the development of the low-grade operations in Michigan, such as Cliffs Humboldt, Republic and Empire Mines, and Hanna Mining Co.'s Groveland Mine operation, and the pelletizing of the underground ore at the Mather Mine point the significant change in iron mining in Michigan in the last 100 years.

Pelletzing has spelled the difference between life and death for the iron ore industry in Michigan. This has been made possible, thanks to management's foresight, its willingness to take risks and to invest the large amount of capital required; to the enterprise of the research laboratory, and to the cooperation of the union, the communities and the Legislature in supporting enactment of a specific tax bill which was a key factor in the decision to pelletize Mather Mine underground ore.

From 1850 to 1960 Cliffs, in its first 110 years, invested $95 million whereas in the last three years Cliffs and its associated companies has invested $96 million in Marquette County. This indicates the strides which are being made. It is an auspicious beginning for the next 100 years.

Railroads And Highways Serve Escanaba Area

Escanaba is considered the leading railway and highway transportation center of the Upper Peninsula, with the area served by three railroads and a crossroads of modern highways.

Besides the pioneer Chicago & North Western Railway, the Escanaba community and its industries are served by the Soo Line and the Escanaba & Lake Superior Railroad.

Highways US-2, M-35 and US-41 are the main roadway arteries of traffic through the area. From Escanaba state and federal highways lead to all of the principal cities of the region.

North Central Airlines maintains daily service out of Escanaba for people of Delta County and the area; while Greyhound's busses keep regular schedules of service to routes throughout the nation.

Congratulations to the Chicago & North Western Railway on their 100th Anniversary of Iron Ore Shipping From Escanaba

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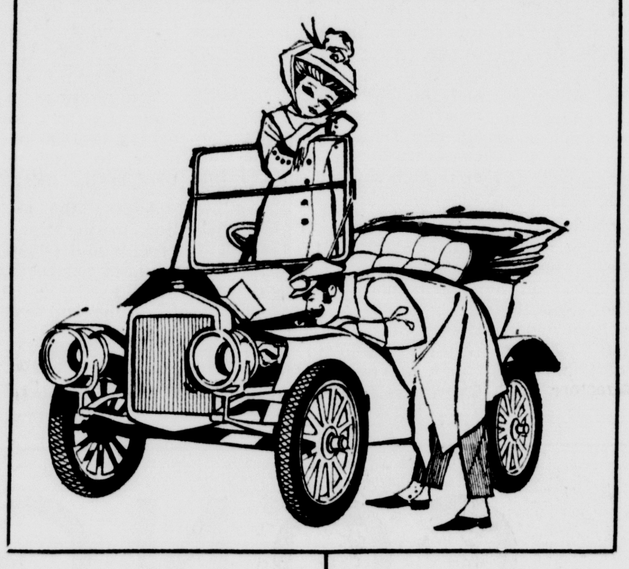
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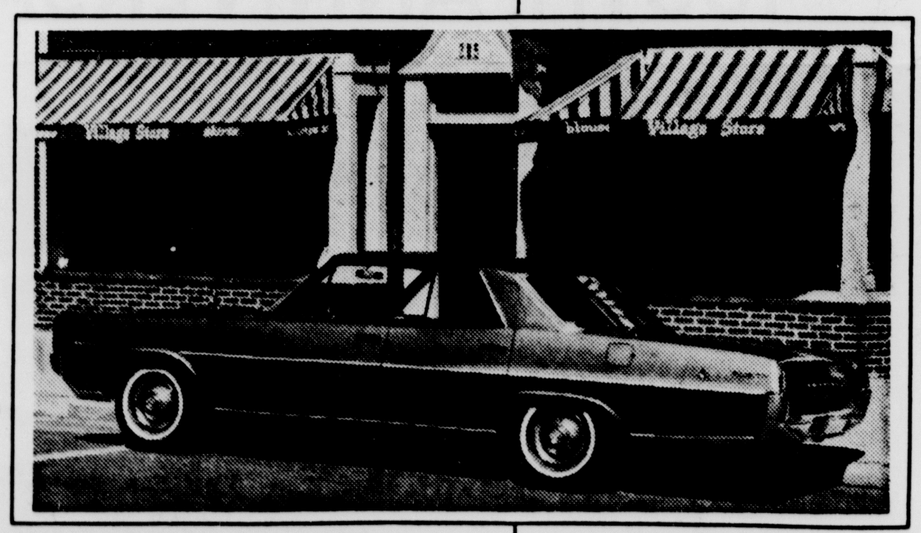


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. . . steel made from the iron ore shipped from our Escanaba port has been used in automobiles since the first car was built.

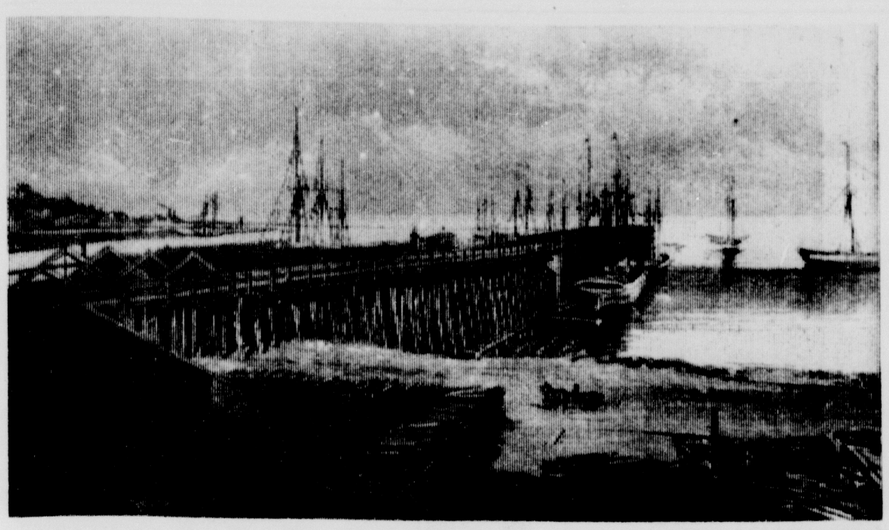
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ORE DOCKS like this were typical of those built at Escanaba and Marquette to handle the product of the iron mines in the early days.

Van Cleve Details History Of Delta County Railroads

Michigan History Magazine of 1922 published "Railroads of Delta County" written by F. H. VanCleve, then general land agent for the Chicago & North Western Railway Co. The VanCleve name is perpetuated in this area by Van Cleve Park in Gladstone.

"In this article I intend to deal mainly with the history of the Chicago and North Western Railway Company in Delta County and the various incidents of its location and construction that came under my personal observation, having been connected with the construction of the Railway from its beginning at Fort Howard (now Green Bay) to Escanaba."

The entrance of the North Western's line into Michigan originally was at what is now Iron River rather than Menominee; and initially also the line from the Marquette iron range was to come out at the head of Little Bay de Noc — not as Escanaba.

"In 1856 or 1857, a Railroad was organized to build a line from Marquette to the head of Little Bay de Noc in Delta County," Van Cleve wrote. "This road was never built and in 1861 or 1862 all its rights and franchises were obtained by William B. Ogden and others, and it 1862 the Peninsula Railroad was organized."

Completed In 1863

"At that time Ogden was president of the North Western Railway and Samuel J. Tilden was one of its directors. Both of these men were interested in mines in Marquette County."

"The work of construction was started in 1863 on the Peninsula Railroad. According to the original maps the terminus of this road was to be the head of Little Bay de Noc where Masonville is now located. The place at that time was called Gena, and was the county seat of Delta County."

"Owing to some misunderstanding between property owners at Gena and the officials of the Peninsula Railroad, the line was changed and the terminal made at Sand Point, now Escanaba. This road was built to haul iron ore from mines in Marquette to be shipped by water to the lower lakes from Escanaba, and also to secure the business of the Upper Peninsula for the Chicago and North Western Railway."

"Mr. S. H. Selden was the engineer who located and constructed this road, and his principal assistant was Mr. C. E. Brotherton, both of whom lived in Escanaba after the road was completed." (Selden was Peninsula Division Engineer; Brotherton was C&NW chief land examiner for many years.) "The road was completed to the Jackson mine the latter part of 1863, and in October of 1864 the Peninsula Railroad was taken over by the Chicago and North Western Company as the Peninsula Division."

"The first officers of the Division at that time were Robert Campbell, Superintendent, S. H. Seldon, Engineer; Alfred Hull, Assistant Engineer; C. E. Elliott, Master Mechanic; C. M. Lawler, Road Master; Mr. Beardsly, Station Agent; and R. A. Connelly, a contractor doing the dock and bridge work for the company."

By Water And Stage

"In 1862 the Green Bay Transit Company, finally owned by the Chicago and North Western Railway Company, was incorporated to put steamers on Green Bay, running between Fort Howard and Escanaba, carrying passengers, freight, express and mail and connecting with the Peninsula Division at Escanaba. Three fine steamers were put on this route, the Sarah Van Epps, George L. Dunlap and the Saginaw, and were continued in the service until the line between Fort Howard and Escanaba was completed and ready for business."

"In the winter passengers and freight, express and mail, were carried between Green Bay and Escanaba by the stages of the Lake Forwarding Company."

The need to close the gap in the North Western line between Green Bay and the growing communities to the north — Menominee, Marinette and Escanaba — was fully apparent to the Railway.

The grading of the line between Green Bay and Menominee was well started by July of 1871. Van Cleve described the growing dryness of the weather and gave a graphic description of the forest fire that on the night of Oct. 8 wiped out the village of Peshtigo and caused the death of more than 1,100 persons. Van Cleve left for Peshtigo to determine the fate of the Railway engineer and assistant.

"It was a norrible ride, for along the road could be seen the burned bodies of animals and human beings. In many instances in that fire-swept waste, little heaps of white ashes marked the place where men, women and children had fallen to their death."

The fire delyaed but did not halt the progress of the North Western in extending its line northward and on Dec. 27, 1871 the first regular passenger train from Fort Howard ran into Marinette, Van Cleve reported. Van Cleve, who had been living in Green Bay, thereupon moved to Marinette.

"During the year of 1871, while the road from Fort Howard to Menominee was under construction, the Railroad Company had a surveying party in the field locating the line from Menominee to Escanaba. Two or three preliminary lines were run before the final line was located.

"According to the original map filed by the Railway Company the road from Menominee to Escanaba was to be built following close along the shore of Green Bay the whole distance between the two places. But a short time previous, iron ore had been discovered in large quantities on the Menominee range, so the Railwayy company by an act of Congress obtained permission to change its line to run directly north from Menominee to the nearest point to the newly discovered iron range from which a branch from the main line could readily be built to open up these new fields."

"In accordance with this permission, the line was located to a point fortytwo miles north from Menominee which is now the station of Powers, and from Powers the main line ran almost east to Escanaba."

Work on the Menominee-Escanaba sections was begun in the spring of 1872. It went slowly. Two contractors were employed and then discharged. The North Western put its own crews on the job.

"The work of track laying was well done by the middle of December, 1872, and the track from Menominee was connected up with the track from Escanaba at a point which is now the station of Spalding. A few days later the first passenger train ran from Escanaba to Menominee, and the whole road from Fort Howard to Escanaba was opened for business and the track of the Peninsula Division was at last joined to the great system to which it belonged."

Van Cleve took up residence in Escanaba and was in charge of the construction of another ore dock, which was completed by the end of the summer of 1873. "This dock was considerably larger in every way than the first dock; in fact, it was the largest dock of its kind in use. This dock later was known as 'No. 1' and some years later it was taken down and never rebuilt."

Exploration of the Menominee iron range brought North Western line extensions as new finds of iron were made. But the North Western was to have competition.

"In 1887 Ferdinand Schlesinger and his associates obtained possession of the Chapin mine at Iron Mountain and began to reach out for other mining properties. Schlesinger obtained a location on Little Bay de Noc just north of the North Western Railway Company property and at once began to build a railroad, called the Escanaba, Iron Mountain and Western, from Iron Mountain to Escanaba, and also began work on a large dock at Escanaba. This railroad and ore dock were completed in 1890 and some ore was handled at that dock."

"Later Schlesinger got into financial difficulties and all his iron properties were sold, the mines going to the Mark Hanna interest at Cleveland and the railroad with the ore dock at Escanaba was purchased by the North Western."

Van Cleve writes that the period between 1877 and 1891 was a very busy time for the ore docks as the demand for ore was increasing rapidly.

"The boats at that time, supposed to be of the very best type, carried only between 3,500 to 4,000 tons and therefore it took a great many vessels to move the ore; it was not an uncommon sight to see from 60 to 70 of these large boats at anchor in the harbor awaiting their turn at the dock, and at that time it was right and proper that Escanaba was called the 'Iron Port of the World'."

"It might be well at this place to call attention briefly to the other railroads that have been built in Delta County. In 1884 the Minneapolis, Sault Ste. Marie and Atlantic Railway started building from Minneapolis toward the Soo."

"Sixty miles had been constructed and in 1885 Mr. W. D. Washburn, who was at that time United States Senator from Minnesota, and also president of that road, together with his chief engineer Capt. W. Rich, came to Delta County to look up a location on Little Bay de Noc for their lake terminal, as the line of the road from the Soo led around the head of Little Bay de Noc. Several places were looked over and finally the location at Sanders Point seven miles north of Escanaba was chosen in 1887 the road was built through to the Soo, and the village of Gladstone was laid out as their lake terminal."

"At that time the name of the railroad was changed and is now known as the Minneapolis, St. Paul and Sault Ste. Marie Railway Company, and has developed into a great system."

"Elevators for the shipment of wheat and flour, and coal docks, were built at Gladstone, also an ore dock which handled, under contract, the ore shipped by the Chicago, Milwaukee and St. Paul Railway. When that contract expired and other arrangements were made for the shipment of ore the dock at Gladstone was taken down."

"In 1897 the Soo Road built a branch from Rapid River up to Whitefish to connect with the Munising Railway in Alger County."

"In 1899 I. Stephenson, Daniel Wells Jr., and J. W. Wells built a logging road up the Escanaba River to handle all logs and material for the I. Stephenson Company. This road has since become the Escanaba and Lake Superior Railroad and has developed a great business."

It extended its line to a station on the Chicago, Milwaukee and St. Paul Road called Channing; at that point it now receives all of the ore of the Chicago, Milwaukee and St. Paul Road which is hauled over the Escanaba and Lake Superior Railroad and delivered to the dock of the St. Paul Road at its terminal in Escanaba. This shipping terminal was acquired by the Chicago, Milwaukee and St. Paul in 1900, and since that time two fine large ore docks have been constructed through which a large amount of ore is shipped annually."

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- The discovery of iron ore brought people to Northern Michigan 100 years ago to work in the mines and for the C&NW. As the need for homes increased, the need to finance homes became urgent. 75 years ago Detroit and Northern was organized in Hancock, Michigan, and the Home Office is still located there, with agents in most of the cities in Michigan's Upper Peninsula. Thousands of families have built thousands of homes financed by Detroit and Northern

- As the C&NW celebrates its 100 years of ore shipping in the Upper Peninsula, we join them in celebrating our 75th year of providing HOME LOANS and SAVINGS ACCOUNTS to people who build or purchase their own homes.

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Ogden Ave. Here Recalls Pioneer

Chicago became the railroad center of the nation (it has 62 miles of track beneath the city and its switching district embraces an area larger than Rhode Island) because of its location.

Yet Chicago might not have become such a tremendous railroad center so soon if it had not been for the leadership there of a genius of transportation.

His name was William Butler Ogden and he was the first of the great railroad men. His name is remembered in Ogden Ave. in Escanaba and in Ogden St. in Marinette and there was an Ogden Ave. in Menominee honoring his memory, too, before the city numbered its streets and evenues.

Ogden, born in Delaware County, N. Y., in 1805, arrived in Chicago in 1835. He had been a strong advocate of the Erie Railroad in the East and although in the next decade he made a small fortune in real estate and another because he loaned Cyrus McCormick $25,000 to make some kind of reaping machine, he never lost his interest in transportation.

For 10 years he discussed with other Chicago businessmen the building of a railroad from Chicago to the west, perhaps even to the Mississippi. Chicago wasn't much interested in a railroad. One to the lead mines at Galena had been chartered but killed by the panic of 1837 and Chicago's prosperity had come to rest pretty much on lake shipping, plus the network of plank roads that had been built out of the city in every direction.

Chicago didn't want a railroad cluttering up its waterfront and it defeated an ordinance which would have permitted the Galen & Chicago Union Railroad of Ogden to have a depot within the city limits, but the building of the Galena went ahead. Everything was second hand, but workable. In November of 1848 Ogden and his board of directors rode to the end of the line, almost 10 miles and returned with a carload of wheat, the first of millions of such carloads.

The anti-railroad depot ordinance was quickly killed and Chicago's railroad era had opened.

An experimental postal car for the sorting of mail en route was put into service between Hannibal and St. Joseph, Mo., in 1862.

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Symbols of leadership in the iron ore shipping industry. We salute you on your 100th Anniversary of iron ore shipping from Escanaba.

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"100 Years Of Ore Shipping" . . .
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AN IMPORTANT INDUSTRY
OF OUR UPPER PENINSULA!
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Congratulations

To The
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We take this opportunity to congratulate you
on your successful shipping
of iron ore in the Upper Peninsula
for the past 100 years.

May your continued success
in the future make your next 100 years
more prosperous than ever.

Upper Peninsula Power Co.

Escanaba Unique Among Cities Of Upper Peninsula

Escanaba, city of 15,391 and recognized "Shopping Center of the Upper Peninsula," is unique in many ways.

Settled in 1863 with the building of the Chicago & North Western Railway Company railroad and ore docks, Escanaba has been served continuously by the North Western for 100 years. The first ore was shipped from the port in 1864 and Escanaba continues to be the only iron port on Lake Michigan's "short haul" to the smelters on the lower lakes.

The city has an area of 8½ square miles, a bay frontage of several miles, and 412 acres in parks and playgrounds. Ludington Park is notable for its shore front location, fine small boat harbor, swimming beach, lawns, play and picnic areas.

Incorporated as a village in 1866, Escanaba became a city in 1883, and another forward step was the adoption by its people of council-manager government in 1921.

New Buildings

Progressive and hard-working people from many lands contributed their time, money and spirit to the advancement of the community. The population is a mingling of peoples predominantly Scandinavian, Canadian and French.

The encouragement of existing industries and the welcoming of new ones has been a consistent policy of municipal government. Joining in this effort is the Chamber of Commerce and the Escanaba Foundation.

Within recent years the progressive attitude of the community has been especially apparent in remedying a "blight area" on Escanaba's east side. Once the city's business center, trade declined and the stores and shops became shabby and abandoned.

Then the City Council took steps to reclaim the area, buying lots as they became available, and planning for their future use as a civic center. Now the area is occupied by a Court House, a State Office Building, Chamber of Commerce building and new offices.

Many Advances

Forward steps have been taken — but not as rapidly as many would wish — in the field of providing adequate schools for the community's children. Most progressive step was the organization of an Area School district, largest in Northern Michigan, composed of the city and three townships. A new Area High School was constructed.

Financing the creation of the Bay de Noc Community College was another action of city and county voters. The college opened in the fall of 1963 and its enrollment will be more than doubled when it begins its second year next fall.

The community is served by three banks whose total deposits exceed $30 million.

Chief industries of the city and surrounding territory are: Forest products manufacture, manufacture of truck cranes, crawler excavators, and welding machines; railroading; and ore shipping.

As a center of retail and wholesale distribution in the Upper Peninsula, Escanaba has a retail trade radius of 75 miles with a population of 75,000. The city's mile-long business street is one of the most modern and attractive in the region.

Domestic Ore Plants Urged

The American iron and steel industry, says John Sherwin, president of Pickands Mather & Co., is in healthy condition.

"We now have ample ore reserves," he told the American Iron & Steel Institute in New York recently, "to meet any increase in requirements which may come and we have them not only on this continent, but in this country." However, he expressed the doubt that the industry is overburdened with capacity to produce the type of feed furnace operators want and to deliver it to the furnaces. "Our problem today is no longer iron ore reserves, it is avaliable production of satisfactory furnace burden and its economic delivery to the furnace."

In reviewing the presently available sources of ore in North America, Sherwin said, "There are currently in operation, or contemplated, plants with an annual capacity of 56 million tons of pellets. In additio, there could be available 20 million tons of high-grade concentrates. On top of this, there is a possible production of 70 million tons of reasonably good natural ores in Canada and the U. S." Of this assumed 146-million-ton total production, however, he stated that half of it is natural ores, which have become less desirable in modern furnace practice.

In contemplating future ore needs, Sherwin said we must "meet them by assuring ourselves that we can at all times supply the North American steel industry with ore from our own continent, and by maintaing a healthy iron ore industry with adequate production in our own country as well." He added that, in maintaining this postion the industry can be flexible and, also, augment and conserve its ore supplies and reserves by using to advantage some of the good low-cost ores from overseas.

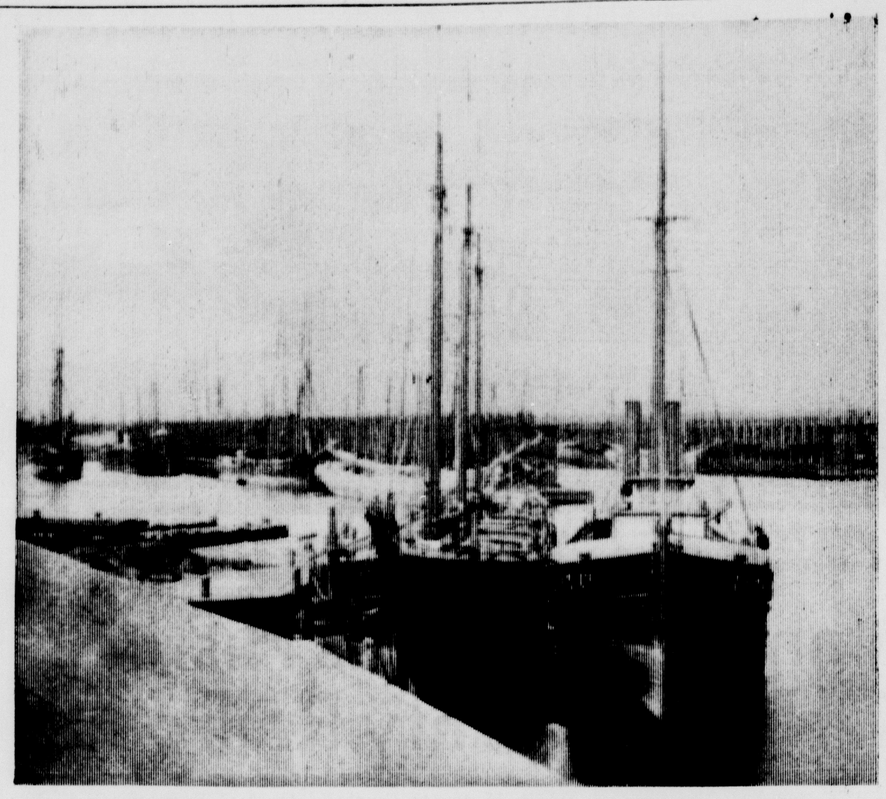
"It is safe to say that, given proper lead time, modern desirable furnace feed — and that includes sinter feed — can be made available from this continent to the North American steel industry to meet its needs of today, or any expansion in the foreeeable future," Sherwin said, adding, "but let me emphasize that lead time is essential."

Sherwin said that one of the most significant recent ore developments is the rising use of iron ore pellets, which not only utilize the unlimited amounts of low grade iron formation on this continent, but also make possible increased production and economies in the furnace.

"Now I happen to be an optimist about the steel business because I have confidence in its basic values, as well as its aggressive management, said Sherwin. "Increased steel requirements will come, and with them the call for more and better iron ore. They could come faster than we think. We can be prepared and we should be."

By 1830 in railroad history the first scheduled steam railroad service in America was in operation at Charleston, S.C.; 10,000 miles of canal were actively projected for the future and 1,277 miles already completed. There were 23 miles of raliroad in operation in the United States.

An all time peak of 254,000 mile was national rail mileage was reached in 1916 with railroads of the nation carrying 77 per cent of the intercity freight traffic and 98 per cent if the intercity passenger business.



EARLIEST Escanaba's port has been described as "like a tamarack swamp" because of all the spars of the sailing vessels in the harbor waiting for cargoes of iron ore. Here, later in the last century, a few vessels are steamers but there still are many sailing ships engaged in the ore trade.

Saluting A Century
of Progress
— by the —
CHICAGO & NORTH WESTERN

We extend our most sincere congratulations to the Chicago & North Western Railway on their 100th Anniversary of iron ore shipping from Escanaba. Their leadership in the shipment of iron ore has been one of the greatest aids to the economy of the Upper Peninsula of Michigan.

GUSTAFSON OIL CO.
Escanaba

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RAILWAY

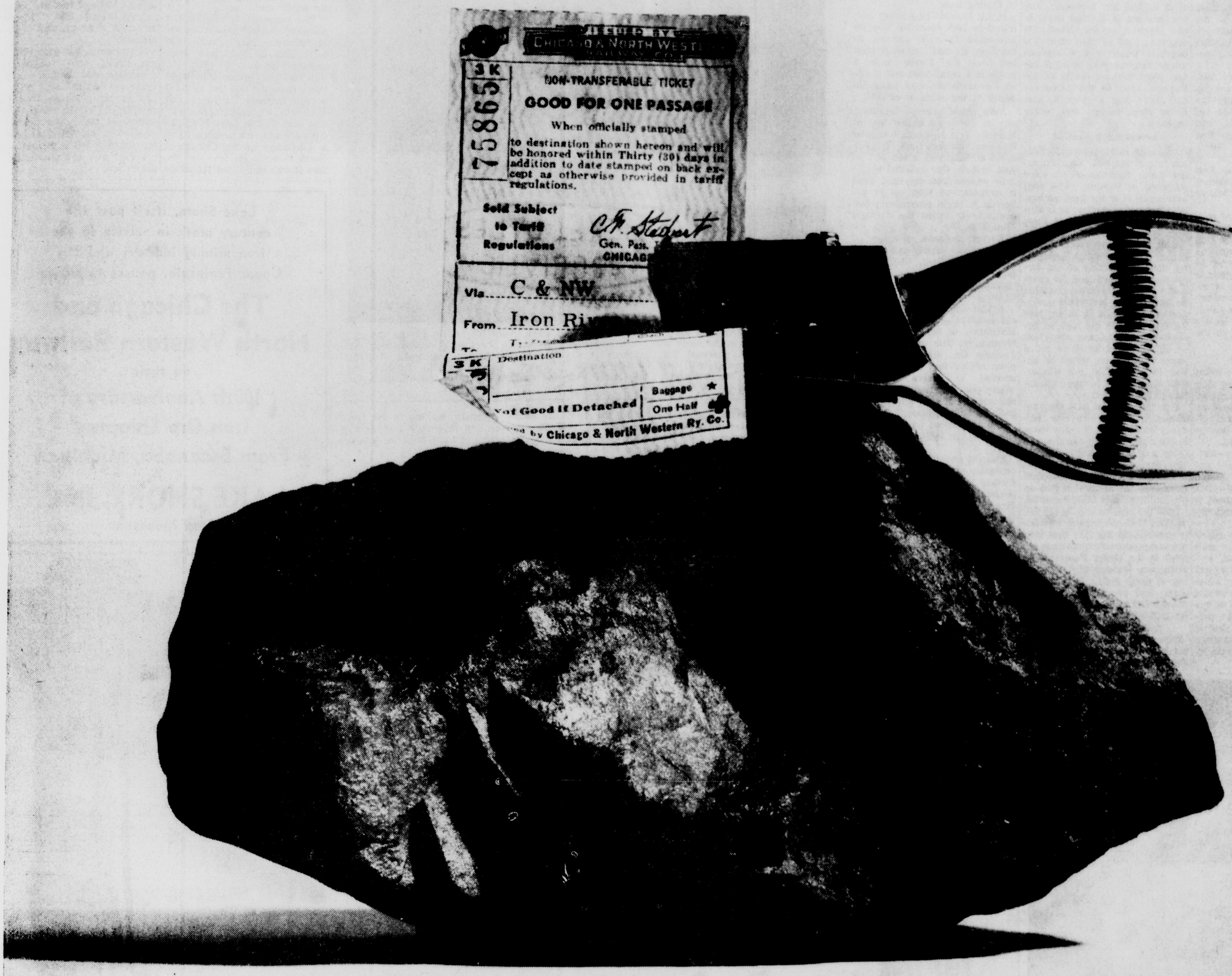
☆ A leader in the commerce of Upper Michigan iron ore for a century . . .

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We Salute The C&NW Railway

PICKANDS MATHER & CO.
Cleveland, Ohio

Transfer at Escanaba, Please



In fact, if there were no Escanaba, we'd have a problem on our hands. You see, we take an enormous amount of iron ore out of our Sherwood and Bristol mines on the Menominee Range. And getting the raw ore to the Inland Steel Company blast furnaces at our Indiana Harbor Works quickly and economically, is mighty important. Lucky for us, there is an Escanaba. Situated on Little Bay de Noc, it's in exactly the right place, with excellent ore dock facilities established 100 years ago by the Chicago & North Western Railway and served by fast and efficient railroads.

No doubt about it, Escanaba is a vital link in the transportation of our raw materials. More than a million tons of Inland iron ore goes through Escanaba every year, and we'll be using its railroad and port facilities for many years to come.

So on this Centennial Day, our appreciation and good wishes to the community of Escanaba and the C & NW Railway.

INLAND STEEL COMPANY

30 West Monroe Street Chicago, Illinois 60603

Fayette But One Iron In Jackson Co.'s Fire

By CLINT DUNATHAN

Fayette State Park in Delta County has the only pioneer charcoal iron furnace in the Middle West — a whole furnace town in fact, whose restoration is making it an outstanding historical attraction.

Now nearly a century old, Fayette will within the coming century arouse and satisfy the imagination of hundreds of thousands of visitors who will learn much about an exciting chapter in the story of Michigan's iron men.

The name of a pioneer iron mining company, the Jackson Co., and its officers are forever linked with Fayette.

The enterprise originated with Major Fayette Brown, general agent of the Jackson Iron Co., and the furnace began operating in December, 1867. Located at "Snail Shell Harbor," Fayette is today a State Park and its structures include two furnaces where iron was smelted, a store ruins, office, hotel, and several homes of employes and officials of the early-day industry.

Charming Fayette

All this is set down on a point of land extending into Big Bay de Noc, forming a deep water harbor sheltered to the east by a high limestone cliff, and creating a setting of natural beauty that has long been admired.

As early as 1874 it was reported in an otherwise factual account of the Fayette Furnace that Fayette is about "20 miles east of Escanaba, and about it has grown up the beautiful village of Fayette."

"The company owns 16,000 acres of land, excellently well timbered with hard wood, and generally adapted to agricultural purposes, the soil being of limestone formation. From the ledges of limestone, which exist in the immediate neighborhood, material for the necessary flux is obtained, as well as for the manufacture of all the lime used by the company."

The hard wood trees were cut, charred into coal, and this was used to fuel the furnaces. The temperature of the hot blast in one stack averaged about 600 degrees, that of the other 750 degrees. There was a narrow-guage railroad that brought the fuel from various points in the Fayette area to the furnaces; and there was a sawmill, machine shop, barns and other buildings.

Successful Operation

"Results more favorable than any other charcoal furnace using Lake Superior ore" were achieved at Fayette. "The coal (charcoal) is of the best quality, kept dry under shelter, as is also the ore, which is crushed finer than is customary."

The Fayette operation had a rather short although successful life. The decline of the forest source of hardwood for charcoal to fuel the furnaces spelled an approaching end to the operation after 30 years or so. By 1890 Fayette was on the way to becoming an abandoned operation — but it would be 60 or more years before there would be action to bring Fayette's distinctive scenic and historic charm into public ownership.

For the Jackson Iron Co., the operation of the Fayette furnaces was but one of many irons in the company's fire in the early days of Michigan iron mining. The company was formed in 1845 — earliest enterprise established to explore the mineral region on the south shore of Lake Superior.

Only the year before, in the fall of 1844, U. S. Surveyors officially established the fact that iron ore in considerable quantities existed in the Upper Peninsula of Michigan. Undoubtedly, according to early authorities, the Indians had previously observed the ore and were acquainted with its locations.

Mountain Of Iron

According to T. B. Brooks, writing in the "Iron Ores of Missouri and Michigan," published in 1874, the Jackson Iron Co., was not mainly undertaken with a view of finding iron.

P. M. Everett in a letter to a friend in 1845 describes how he interested 13 other persons in the firm. He and four other men left Sault Ste. Marie with a guide in a small boat and coasted the south shore of Lake Superior in the summer of 1845.

"We made several locations, one of which we called iron at the time. It is a mountain of solid iron ore, 150 feet high. The ore looks as bright as a bar of iron just broken. Our location is one mile square and we shall send a company of men up in the Spring to begin operations; our company is called the Jackson Mining Co."

Everett became treasurer of the company which was formed in Jackson, Mich., (then a village) and bought the location containing the iron deposit for $2.50 per acre.

Actual discovery of the Jackson location was made with the assistance of an Indian chief, Manjekijik. The officers of the Jackson Co., signed an agreement saying that the Indian "is entitled to twelve undivided twenty-one hundredths part of the interest of said mining company in said location."

The agreement was never fulfilled and the Indian died in poverty.

Everett and the others of the company explored their location further and took with them 300 pounds of iron ore on their return to Jackson. Efforts to smelt the ore in a common cupola furnace failed. "In August of the same year Mr. Olds of Cucush Prairie, who owned a forge in which he was making iron from bog ore, succeeded in making a fine bar of iron from our ore in a blacksmith's fire — the first iron ever made from Lake Superiod ore."

Construction of a forge on the Carp River near Marquette was started in 1847 and completed in 1848, with the first ore made there on Feb. 10, 1848. Through the years the forge made but little iron and no money. It was abandoned in 1856.

There were frequent changes of officers and directors in the Jackson Iron Co., up to 1860 and the history of the company was one of financial embarrassment and disappointment.

Brooks, writing in the report on the discovery and development of Lake Superior iron ore, reports that:

"The great demand for iron occasioned by the war (Civil War) caused the iron interests of Lake Superior, for the first time, to assume a very successful aspect. The first regular shipments of ore from the Jackson mine were made in 1856, which amounted to about 5,000 tons."

Ore From Escanaba

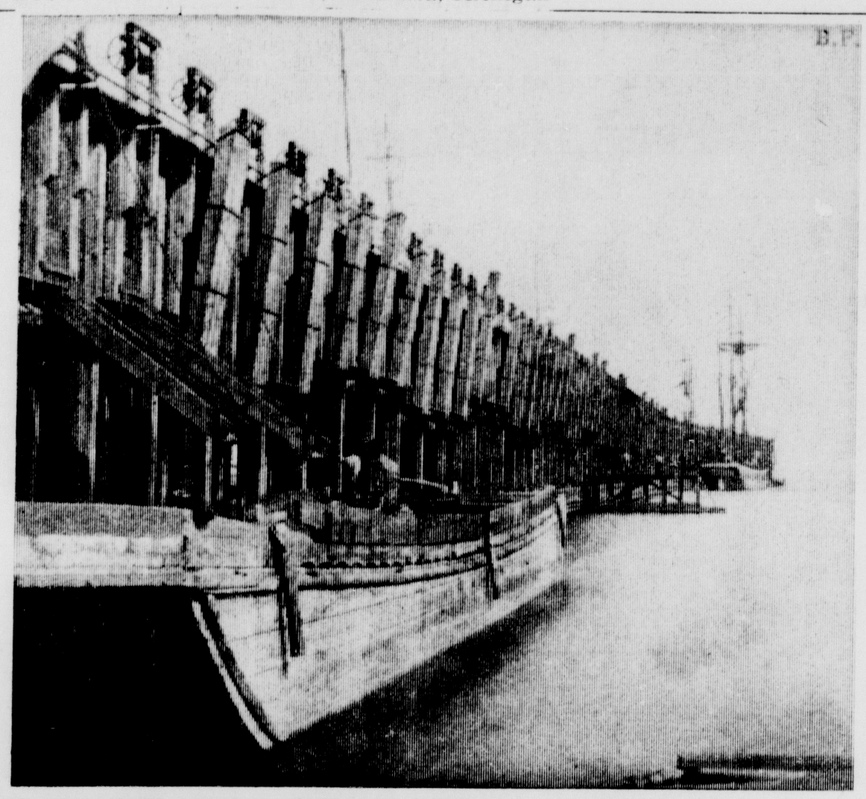
The falls of the St. Marys River at Sault Ste. Marie had until the spring of 1855 proved an obstruction to shipping. Then on April 19 the water was let into the canal and on the following June the canal was opened for public use.

The proposal to construct a railway connection between the Marquette mining range and Little Bay de Noc had been broached as early as 1855.

In 1864 the Peninsula Railroad was completed and put into operation between Negaunee and Escanaba, a distance of 62 miles The land link to Lake Michigan from the mines was financed as a subsidiary of the Chicago & North Western Railway and before it was completed it became the Peninsula Division of the C&NW.

"An extensive ore dock was constructed at Escanaba, upwards of 1,300 feet in length, 32 feet in height, and 37 feet in width, capable of receiving in the pockets 20,000 tons of ore at a time, and of chuting it thence into the holds of vessels," Brooks reports back in 1874. "This dock was built at an expense of about $200,000."

It was from this dock that ore was loaded into barges and schooners and hauled to furnaces on Lower Lake ports — and to the Jackson Iron Co., smelter at Fayette, whose ruined structures today are being restored and preserved as one of the finest existing examples of charcoal iron manufacturing in the nation.



AN IMPORTANT market for the iron ore brought down from Negaunee by the Chicago & North Western in the early years of ore shipping from the Port of Escanaba was the Jackson Iron Co. charcoal iron furnaces at Fayette on the Garden Peninsula. Here a barge is being loaded with iron for the Jackson furnaces, which are still standing and now a museum piece in Fayette State Park. Note the wooden chutes of the old dock and the sailing vessels.



ITEMS FROM the early days at Fayette are preserved in the State Park Museum. One of the articles is a "what is it" which is demonstrated by Frank Short, former assistant manager at the park. The cast iron roaster is believed to have been used to roast coffee and was the gift of Mr. and Mrs. Grant Taylor of Manistique. (Daily Press Photo)

Lake Shore, itself past the century mark in service to the iron mining industry and the Upper Peninsula, pauses to salute

The Chicago and North Western Railway

on their

100th Anniversary of Iron Ore Shipping From Escanaba, Michigan

LAKE SHORE, INC.

Iron Mountain

Saluting . . .

100 YEARS OF IRON ORE SHIPPING

by the

Chicago & North Western Railway

We are proud to acclaim a company we have felt so close to through the years as neighbors and friends, and we are happy with the association that we have enjoyed with the Chiacgo & North Western Railway.

Sawyer - Stoll Timber Company

414 Ludington
Escanaba, Mich.

BEST WISHES

Mead Corporation

Escanaba Division



THIS ORE CRUSHING and blending plant of the Oliver Iron Mining Division, U.S. Steel Corp., stood on Sheridan Road in Escanaba and served U.S. Steel's need for early beneficiation in the Upper Peninsula for many years. The ore moved here from the ranges, was crushed, blended and returned to cars for movement to the dock for loading into lake vessels. The plant has been gone for several decades. (Daily Press Photo)



HISTORIC STRUCTURES that once throbbed to the charcoal iron industry at scenic Fayette State Park are now being restored, including the bee hive kilns and the blast furnaces. The industry was established in 1867 by the Jackson Iron Co. and Fayette became a "ghost town" 70 years ago. (Conservation Dept. Photo)

Holbrook Cites Historicity Of C&NW Railway

Stewart H. Holbrook, writes in his "The Story of the American Railroads," that "I am amazed that a company with so long a history as the Parmalee Transportation Co. has never been made the subject of a monograph or pamphlet. Another old and honorable firm, the Chicago & North Western Railway, is as bare of historical writing as it is filled with historical material."

Holbrook, who wrote "Holy Old Mackinac" about Great Lakes lumbering, wrote his history of railroading for publication in 1947 and the next year Whittlesey House published "Pioneer Railroad—the Story of the Chicago & North Western System" by Robert J. Casey and W. A. S. Douglas.

The author's acknowledgement included thanks to Francis V. Koval, assistant to the president of the North Western, who then was Rowland L. Williams. Koval has been of great aid to General Chairman Wesley Hansen, City Manager George Harvey, the Escanaba Daily Press and other elements of Escanaba's 1964 Ore Centennial celebration honoring the Chicago & North Western Railway.

In 1886 the Supreme Court holds that a state cannot regulate interstate commerce. In 1887 the Interstate Commerce Act was passed by Congress for the first federal regulation of railroads.

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Our Congratulations Too, To The Transportation Systems, Like The Chicago and North Western Railway For Their Part In This Vital Step of Our Economy and Defense!

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Mark Rambler Co.
People's Store Co.
Males Pharmacy
C-L Hardware
Liberty Cafe

That Was The Year That Was

Lincoln, War President, Was Reelected In 1864

What was it like in 1864, when the first iron ore from the Marquette Range moved overland by rail to the Port of Escanaba on the Peninsula Rail Road?

The Civil War was underway, affecting American life and activities so much. It was the immediate cause of the building of the Peninsula Rail Road, because it would be many years before its owner, the Chicago & North Western Railway, would get to Escanaba with its trackage extended northward from Chicago through Wisconsin and Upper Michigan.

Jan. 1, 1964 the Union Army numbered 860,737.

Jan. 21 a meeting of loyal citizens of Tennessee at Nashville declared in favor of a constitutional convention and abolition of slavery.

Feb. 1, President Lincoln called for 500,000 men for 3 years military service, or during the war, draft to be made March 10.

General Sherman marched from Vicksburg with 20,000 men for Meridan, Mississippi and occupied Yazoo City Feb. 9 and Meridan Feb. 14.

Feb. 6, Confederate acts prohibited circulation of U.S. paper money, prohibited importation of luxuries and no cotton, tobacco, sugar, molasses, and rice could leave ports except under regulations giving the Confederate Government half.

Feb. 7, Jacksonville, Fla., occupied by a Union force.

Feb. 17, Confederate act provided for an Invalid Corps for such duty as they could perform, with all white men between 17 and 50 requisitioned for military service, and free Negroes and slaves liable to service in Hospitals, on fortifications and in production of war materials.

Custer's Raid

Feb. 28, Raid of Union General George A. Custer into Albemarle County, Virginia.

March 9, General Ulysses S. Grant commissioned a lieutenant general at the White House, highest rank in the Army and the following day assumed the chief command.

March 14, President Lincoln called for an additional draft of 200,000 men for service for three years.

March 18, Constitution for Arkansas which abolished slavery ratified by one vote.

March 21, Enabling Acts for Colorado and Nevada passed.

April 6, Constitutional convention for Louisiana abolished slavery.

April 12, Constitution adopted by loyal Virginians abolished slavery.

April 17, General Grant refused to exchange prisoners of war, giving explanation later that it prolonged the war to release prisoners and would ensure defeat.

April 19, Enabling Act for Nebraska passed.

April 20, the War Department reduced rations of Confederate prisoners, hitherto the same as the army's ration, 20 per cent in retaliation for alleged inhuman treatment of Union prisoners.

Virginia Slaughter

May 5-6, Battle of the Wilderness, near Chancellorsville, Va. General Lee attacked Army of the Potomac commanded by Generals Grant and Meade and fighting was severe but indecisive. Union losses 17,666, confederates about 11,500.

May 18, Forged proclamation of the President bearing date of May 17 publishd by speculators in gold in New York World, New York Journal of Commerce and other Democratic papers, calling for 400,000 more troops. Editors arrested but released on explanation.

May 26, Montana Territory created out of part of Idaho.

May 19, Nathaniel Hawthorne died at Plymouth, N.H.

May 31, Convention of radical members of Republican Party met in Cleveland and nominated General John C. Fremont for president and General John Cochrane for vice-president.

June 3, Battle of Cold Harbor. Grant attacked Lee's strong position and was repulsed with loss of probably 7,000.

June 7, Union National Convention met in Baltimore. Lincoln nominated, received all votes except those of Missouri, cast for General Grant. Andrew Johnson, of Tennessee, nominated for vice-president; National Republican convention at Chicago nominated Lincoln

Grant's Losses

June 12, Grant's loss in men from May 4 to this date in Richmond campaign 54,926.

June 15-18, Grant made unsuccessful assaults on Petersburg, Va., with loss of 7,881 men.

June 16, Lieut. Bennett H. Young authorized by Confederate secretary of war to organize companies to raid New England towns from Canada.

June 19, Captain Winslow in the USS Kearsarge off Cherbourg, France attacked and compelled the surrender of the CSS Alabama, which sank in 20 minutes.

July 1, Second Arctic expedition made by Capt. Charles F. Hall sailed for Arctic, wintered at Repulse Bay.

RAIL GRANT

July 2, Act granted public lands to aid in construction of a railroad and telegraph line from Lake Superior to Puget Sound on the Pacific Coast by northern route charter of Northern Pacific Railroad.

July 4, Office of Commissioner of Immigration established, immigrants allowed to come under labor contracts.

July 5, Horace Greeley received letter which he sent to the President announcing that "two ambassadors of Davis & Co., were in Canada "with full and complete powers for a peace."

July 12, Confederal General Early in engagement with General Bidwell at Fort Stevens 6 miles from Washington, but retreated from region of Washington during the night.

July 17, Col. James Jacquess and J. R. Gilmore had interview with Jefferson Davis without the knowledge of President Lincoln in the interests of peace. Davis would consider no terms but recognition of the right of the South to self-government, and no negotiations except on a basis of independence.

July 18, Horace Greeley sent to Niagara Falls by President Lincoln to meet Confederates in Canada and ask for their credentials and peace terms but the Confederates refused to negotiate on terms of abandonment of slavery.

President Lincoln called for 500,000 volunteers for service in the Army.

July 22, Battle of Atlanta, Confederate General Hardee defeated by left wing of Sherman's army.

July 30, Chambersburg, Penn. burned by Confederate General McCausland because of failure to receive requisition of $100,000 in gold demanded.

RAIL UNION

Aug. 18, Railroad union formed a year earlier became the Grand International Brotherhood of Locomotive Engineers.

Aug. 17-21, Battle of the Weldon Railroad, Virginia, General Warren permanently gained the railroad for the Union Force. General Lee repulsed on the 24th in attempt at recapture.

Aug. 18-22, General Kilpatrick in cavalry raid to destroy the Macon Railroad, made circuit of Atlanta.

Aug. 29, Democratic National Convention in Chicago nominated General George B. McClellan for President on first ballot; George H. Pendleton for vice-president on the second ballot. Convention controlled by the "Copperheads" committed to declaration that the war was a failure.

Sept. 2, Union forces occupied Atlanta.

Sept. 6, Convention at Annapolis, Maryland adopted constitution and adjourned. Slavory abolished and all who aided or encouraged rebellion disfranchised.

Lincoln Elected

Sept. 17, Fremont withdrew as a candidate for the presidency.

Sept. 23, President Lincoln requested the resignation of Montgomery Blair, opposed by extreme Republicans, from the cabinet. (William Dennison of Ohio was appointed postmaster general to succeed Blair.

Nov. 8, Presidential election gave Lincoln a majority popular vote of 494,567, with 2,213,665 votes cast for Lincoln, 1,802,237 for McClellan, including vote of soldiers in the field, 116,887 for Lincoln and 33,748 for McClellan.

General McClellan resigned his commission in the army and was succeeded by Philip H. Sheridan, commissioned major-general.

Nov. 12, General Sherman cut wires and was out of communication 32 days in his "March to the Sea."

Nov. 16, Governor Brown of Georgia called all men from 16 to 55 to come to Macon to serve for 40 days to defend the state from Sherman.

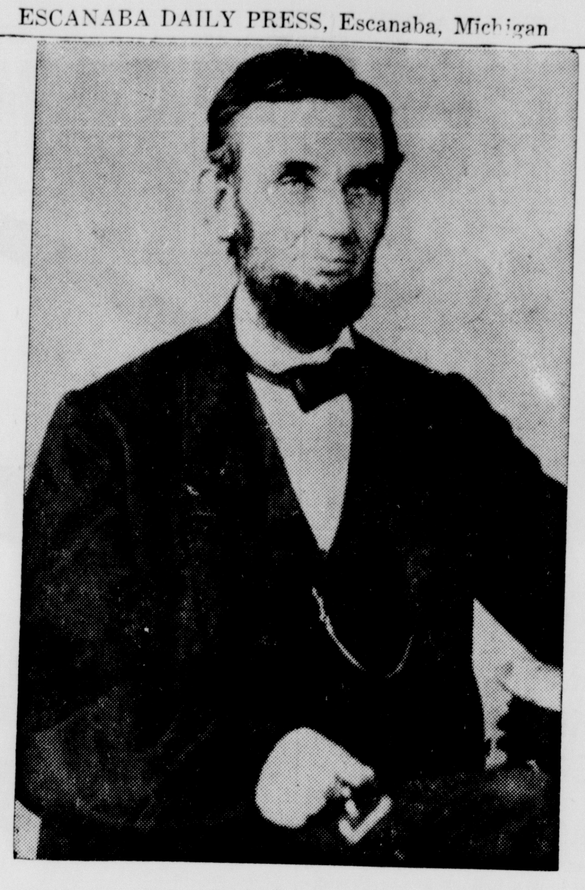
Nov. 25, The Astor House, Barnum's Museum and 10 other hotels in New York City set on fire in a Confederate conspiracy to burn the city.

Nov. 30, Battle of Franklin, Tenn., Union loss 2,326; Confederate 6,252.

Dec. 15-16, Battle of Nashville, Tenn., 4,875 Confederate prisoners taken.

Dec. 21, General Sherman took Savannah, Ga.

Dec. 26-27, Confederate army of General Hood retreating from Nashville crossed the Tenessee River and Union pursuit stopped.



PRESIDENT Abraham Lincoln was re-elected on Nov. 8, 1864 by a majority of 494,567 votes. The popular ballot was 2,213,665 votes for President Lincoln and 1,802,237 for General McClellan, including the votes of the soldiers in the Union Army in the field, who voted heavily for Lincoln over McClellan.

IT'S
Recognition Time..

AND WE WOULD LIKE TO RECOGNIZE A PIONEER INDUSTRY . . .

Chicago & North Western Railway

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We're proud to do business with an industry that has had so much to do with the development of the great Upper Peninsula of Michigan.

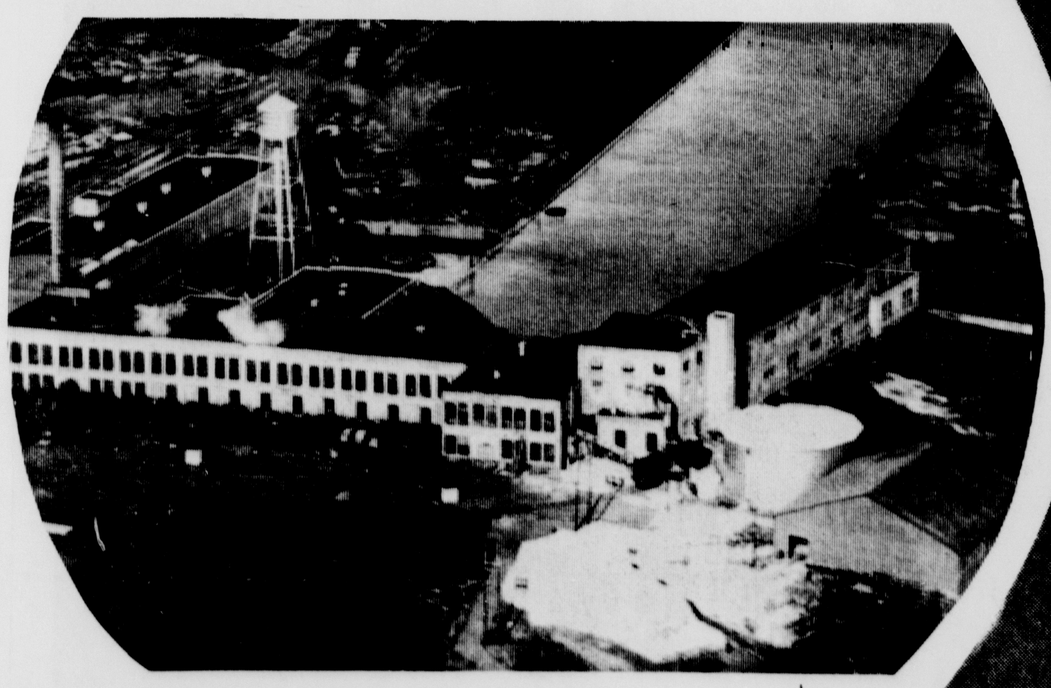
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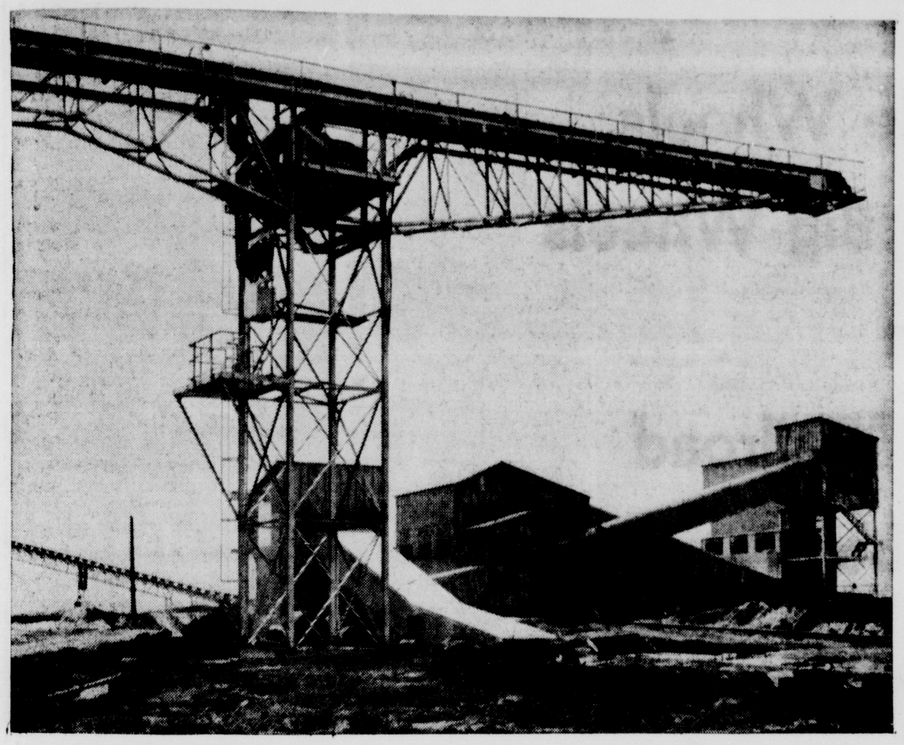
We Find The Great Lakes Water Resources A Valuable Industrial Factor!

Saluting Our Upper Michigan Partners In Industry . . . On This Occasion Of The Ore Centennial – Chicago & North Western Railway



MANISTIQUE PULP & PAPER CO.

Inland Steel Co. Depends Heavily On U.P. Minerals



INLAND LIME & Stone Co's new sinter sand plant at Port Inland, part of its big limestone processing plant there, is pictured here. The sinter stone is for blast furnace operation. (Losey Photo)

Inland Steel Co., eighth in size in the United States, depends heavily on mineral resources from the Upper Peninsula. These materials are used at the company's Indiana Harbor Works, located at East Chicago, Ind.

It is the third largest steel mill in the country. Inland's original mill started up in 1893 at Chicago Heights, Ill. This mill took old railroad rails, reheated them, and then rolled them into various steel products. This mill is still in operation today, but does not produce any new steel.

The Indiana Harbor Works was started in 1901 and the first steel was poured in 1903. The original open hearth furnaces were charged with 100 per cent steel scrap. This practice was soon found to be inefficient because of the amount of time needed to melt the scrap.

Molten pig iron was needed to increase the productivity of the open hearth furnaces to a satisfactory level and to produce the iron, Inland built the first of its eight blast furnaces, thus creating its first demand for raw materials.

By 1917, Inland had reached an annual production of 1,000,000 net tons of steel; its three blast furnaces were consuming over 1,000,000 gross tons of iron ore. Today raw material consumption is over 5,000,000 tons per year of iron ore, 1,000,000 tons of limestone, and 3,000,000 tons of coal. For supplying these materials, Inland operates iron ore mines, coal mines and a limestone quarry, in addition to a fleet of Great Lakes ships.

All these activities are part of the raw materials department headed by Carl B. Jacobs, vice president, and including Howard M. Graff, general manager of raw materials; Sidney C. Bouwer, manager of raw materials procurement; Riley P. O'Brien, fleet manager; Larry J. Sundlie, assistant fleet manager; and Philip D. Block III, raw materials coordinator.

Iron Ore Mining

For many years Inland has operated iron mines in the Upper Peninsula. The company's mining headquarters is located in Ishpeming. Raymond D. Satterly is general manager of ore mines; Philip D. Pearson, manager of U. S. ore mines; Douglas E. Brown, chief mining engineer; and Alan T. Broderick, chief geologist.

Inland is presently running two-underground iron mines on the Menominee Range. At Crystal Falls, it operates the Bristol with Wayne A. Ahl as superintendent and at Iron River, the Sherwood, with Robert W. Edwards as superintendent. The ore from both of these mines is shipped to Escanaba via the Chicago and North Western Railway.

The Bristol Mine was purchased by Inland in 1938. Its development began in 1948 in conjunction with an adjacent property leased by Inland. The first ore was shipped to Escanaba in 1950 and 3,845,000 gross tons have been shipped since then. Present production is 350,0000 gross tons per year. Some 120 men are are employed at the Bristol.

The Sherwood Mine at Iron River was bought by Inland from the Republic Steel Corporation in 1939. Development began in 1942 and the first ore was shipped the following year. Since then, 8,205,000 gross tons have moved to Escanaba. The Sherwood provides employment for 100 men and produces 450,000 gross tons per year. Both the Bristol and the Sherwood contain large reserves of ore and are expected to produce for many years to come.

In addition to the ore produced by these two mines, Inland ships ore through Escanaba from two other sources in the Upper Peninsula. One is the Wauseca mine of the Hanna Mining Company from which Inland purchases substantial annual tonnages. The other source is the Empire Mining Company at Palmer, Michigan, near Ishpeming. The new Empire Mine is operated by the Cleveland-Cliffs Iron Company. Inland owns 52 per cent of the company and gets this percentage of the production in high-grade pellets.

Low iron content ore is mined at Empire and after extensive processing it is upgraded and formed into pellets rich in iron. This material provides an excellent feed for Inland's blast furnaces. The first trainload of Empire pellets was shipped April 14 of this year by the North Western to Escanaba and loaded into Inland's steamer L. E. BLOCK. The Empire Mine will produce annually 1,200,000 gross tons of pellets with a doubling of production scheduled for the near future. Inland is planning to ship its total share through Escanaba.

The iron ore operations of the company also include mines in other areas of the Lake Superior District. Inland owns the Armour No. 2 Mine at Crosby, Minn., the Pacific Isle Mining Company at Mountain Iron, Minn., and Caland Company at Atikokan, Ontario, Canada. The company also is a part owner of other mining companies either in operation or under development in both Minnesota and Canada.

Limestone Operations

The Inland Lime & Stone Co., a division of the Inland Steel Co., operates a limestone quarry at Gulliver, east of Manistique. This is Inland's sole source of high-grade metallurgical limestone. John W. Moffat is vice president and general manager, Alfred J Cayia, Jr., is the superintendent, and Dino H. Pirolo is the assistant superintendent.

Exploratory work and preliminary engineering were started on this property in 1928 and the first shipments made in 1930. Since then, 98,000,000 gross tons have been shipped from Port Inland. The present annual rate of shipments is 4,000,000 gross tons. Inland takes approximately 30 per cent of the output with the remainder going to various customers. The limestone is used at the steel mill for the removal of impurities from molten iron and steel.

The quarry itself is located seven miles inland from Lake Michigan. The stone is shipped to the lakeside plant at Port Inland by a company-owned electric railroad. At the plant, the stone is washed, crushed, and screened into various sizes. It is then put into storage piles and is later removed and loaded in freighters for shipment. Inland Lime & Stone Co. employs 360 men.

Shipping

In order to ship iron ore and limsetone from the Upper Lakes to the steel mill at Indiana Harbor, the company has a fleet of seven Great Lakes bulk freighters. The steamer Edward L. Ryerson, launched in 1960, holds the record for the largest cargo ever carried on the Great Lakes and is also the first ship ever to carry more than 1,000,000 tons of ore in one season.

Ore is shipped by Inland from Escanaba, Marquette, Superior and Port Arthur; limestone from Port Inland. In the last 10 years, Inland has shipped over 12,000,000 gross tons of ore through Escanaba, approximately 25 per cent of the company's ore shipments from all ports.

We Salute You . .

CHICAGO AND NORTH WESTERN RAILWAY

We salute you on 100 years of ore shipping in the Upper Peninsula and welcome you to Escanaba. We know your celebration here will be a most pleasant one.

Sherman Hotel

● Fine Food ● Gaslight Cocktail Lounge

Escanaba, Michigan

Best Wishes . . .

CHICAGO AND NORTH WESTERN RAILWAY

We at the People's Drug Store congratulate you for your 100 successful years of ore shipping in Upper Peninsula. Best wishes in the future.

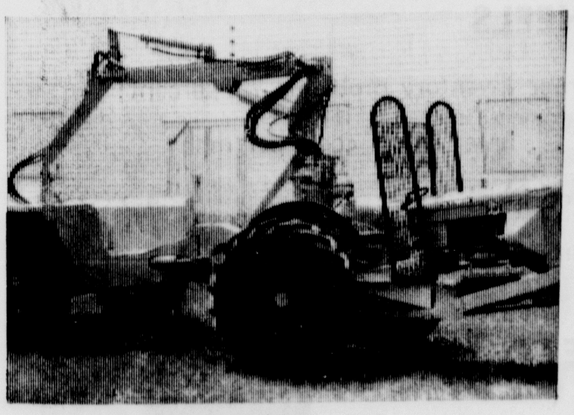
PEOPLE'S DRUG STORE

Free Gift House Stamps
1208 Ludington St. — Escanaba
Montgomery Ward Block

Gafner Automotive & Machine Inc.

MAKER OF THE FAMOUS

GAFNER IRON MULE



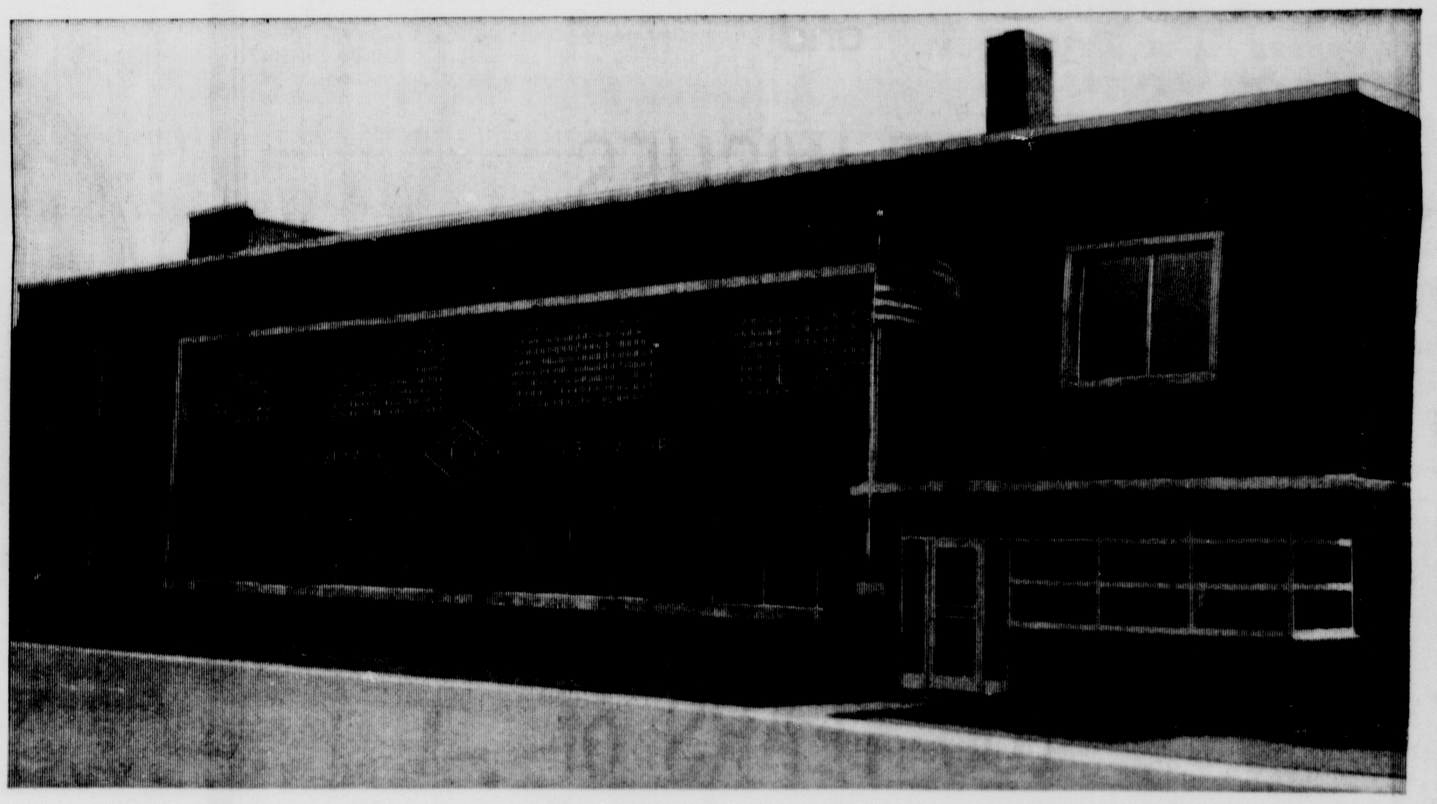
ARE PROUD TO SALUTE

Chicago & North Western Railway

As Being One Of The Long-Established Industries That Has Contributed To The Growth Of The Upper Peninsula!

Plant Location:
2301 Ninth Ave. N. - Escanaba

Pioneering Iron Ore Development on the Marquette Range



C. C. I. Research Laboratory In Ishpeming

The Cleveland Cliffs Iron Co. and its predecessor companies have been operating since 1850 in the Upper Peninsula of Michigan, producing iron ores to sell to steelmakers.

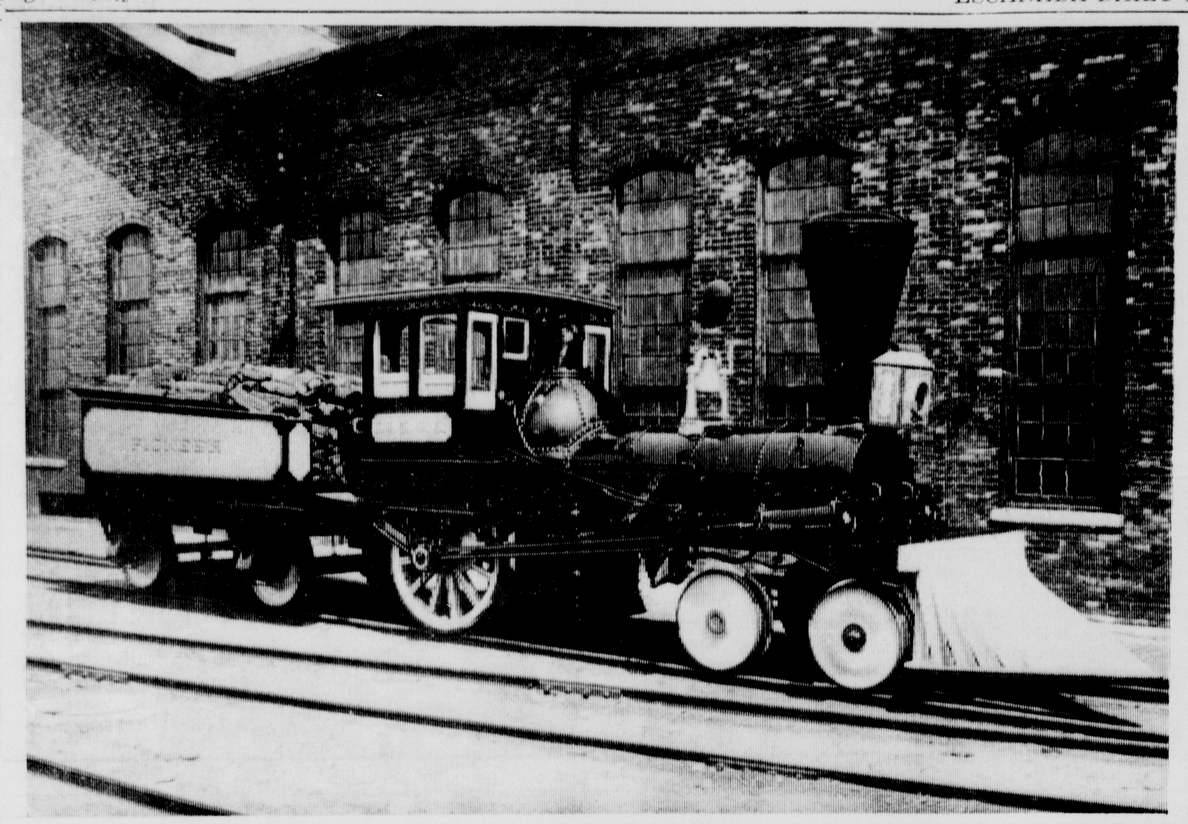
It was increasingly obvious that change would result from the exhaustion of market - acceptable Lake Superior ores in competition with high grade imports and with beneficiated domestic ores and Cliffs built a $500,000 ore research laboratory in Ishpeming in 1948, and a $750,000 pilot plant in 1959 to meet the challenges of this change.

Cliffs research goes on in these facilities and elsewhere at a cost of nearly $1 million a year.

The first beneficiation project started producing in 1952, upgrading natural ores, and was followed by the Humboldt, Republic and Empire mines of Cliffs and its Partners, beneficiating and pelletizing low grade ores.

In its first 110 years — from 1850 to 1960—Cliffs invested $95 million and in the past three years Cliffs and its Partners have invested $96 million on the Marquette Range to give the area an auspicious beginning for its second century of iron mining.

THE CLEVELAND CLIFFS IRON CO.



THIS IS THE wood burning locomotive Pioneer of the Chicago & North Western Railway, proudly preserved by it at Chicago and one of the museum pieces of world railroading. It was the first locomotive of the Chicago & North Western Railway System and was called the Alert when bought by the Michigan Central from the Utica & Schenectady Railroad. When the Galena & Chicago Union Railroad bought the Alert from the Michigan Central it was a third hand engine with 11 years of hard service. The Galena & Chicago Union became the Chicago & North Western and the Alert became the Pioneer and did long service. It was made by the Baldwin Locomotive Co. of Philadelphia and it was the first locomotive to pull a train out of Chicago on Oct. 25, 1848 when it took the Galena directors and some friends as far as the tracks went, at what's now Oak Park.

CONGRATULATIONS

and

BEST WISHES

to the

C&NW Railway

and

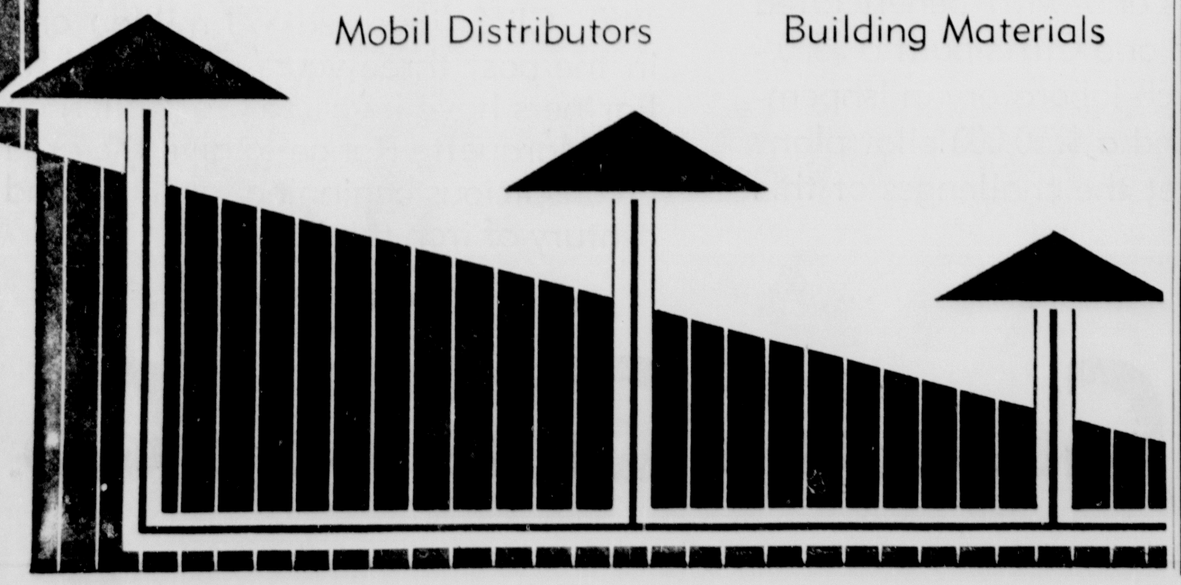
100 YEARS of
ORE SHIPPING

Mobil

Automatic Keep Full
Mobil Fuel Service

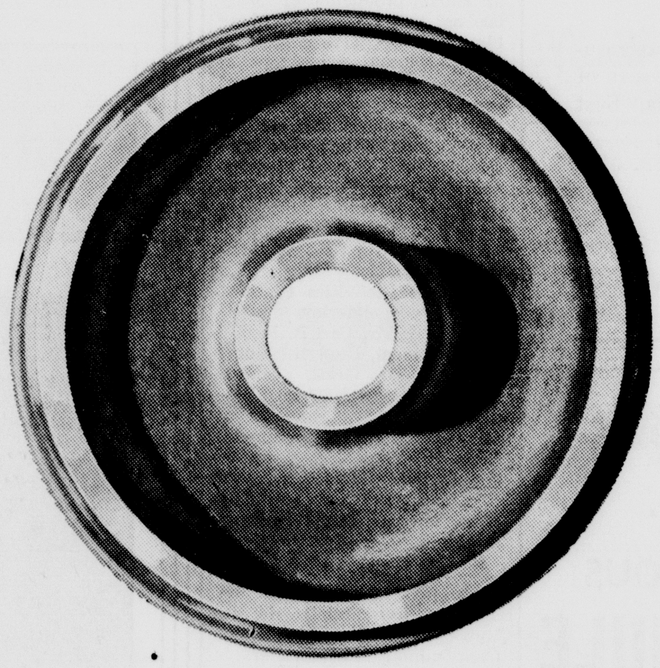
COLEMAN NEE CO.

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CONGRATULATIONS!

The Little Wheels
and The Big Wheels
of Griffin
Salute a "Railroad
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C & NW, on
the Occasion of
One-Hundred Years
of Railroad Shipping
from the
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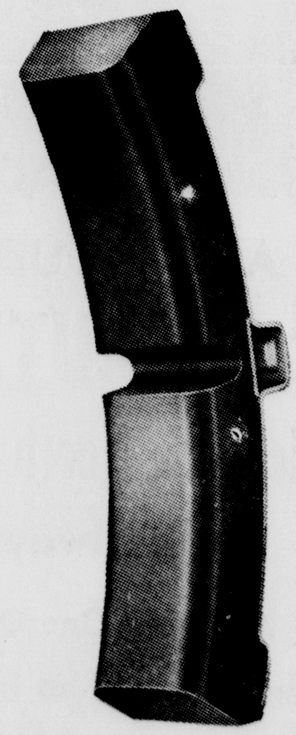


GRIFFIN EQS® CAST STEEL WHEELS

- Only two tape sizes . . . reduces customer inventory problems 75 percent!
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A FAMILIAR picture when Lathrop was a busy logging and lumbering center, was a team of horses powering a jammer loading sawlogs on rail cars. The inscription notes: "E. B. Fosterling; 4 cars loaded in 6 hours."

Lathrop Was Centreville When Ore Haul Started

When the Peninsula Rail Road Co., of Mich., Inc (which was organized in 1862, built a railroad from Negaunee to Escanaba to move iron ore from the Marquette Range to Lake Michigan, the rail line created a string of villages in what until then had been a wilderness.

The railroad was built in 1863 and moved its first ore in 1864. The Peninsula Rail Road Co., was always a property of the Chicago & North Western Railway, which had been extending its trackage from Chicago northward in Wisconsin.

Iron Ore Port

This process did not bring the railroad to the Menominee River and the Upper Peninsula of Michigan until 1871, the year of the great Peshtigo Fire, which railroad right-of-way clearing crews were blamed by some persons for starting the conflagration. The line was extended to Escanaba in 1872.

There it connected in the only iron port on Lake Michigan with the Peninsula Rail Road, which had already been operating for 8 years, bringing trainloads of hematite from the Jackson mine at Negaunee to the waiting sailing vessels which took it to steel mills on the lower lakes. Some of it went from Escanaba by barge to the charcoal iron furnaces at Fayette on the Garden Peninsula, from where it was shipped down the lakes as pig iron.

The building of a railroad in the wilderness was an enormous undertaking. It called for the creation of a small empire because there had to be wooding and watering stations along the route at intervals to supply the wood burning locomotives with fuel and with water.

These stations tended to grow into small communities and many of them endure today, although the original reason for their creation has disappeared.

Eventually the North Western built beyond Negaunee to Ishpeming and on to St. Lawrence and Clowry. South of Negaunee were Partridge, Cascade, Sands, Swanzy, Little Lake, Helena, Lathrop, Campbell, Winde, Brampton and Larch, where the C&NW has an exchange with the Soo Line, and then Escanaba.

Improbable Names

At Winde there was a junction with the Whitefish Branch of the North Western that ran to Perkins and the line served communities with the improbable names of Munday and Friday, both locations being named for pioneer families with those names.

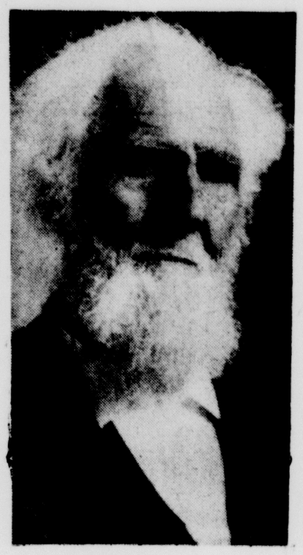
Some of the little communities that started life as wooding stations for the Peninsula Rail Road and as millsites have survived the extinction of their original reasons for being. They are now community centers with a new orientation of settlement in woods industry, military establishment, mining, etc.

New Swanzy has been overlapped by its later neighbor, Gwinn, highway towns have grown up to compete with railroad towns, and the area traversed by the rail line has changed greatly in a century but the steel rails run down the same right-of-way and the ore still moves to lakeside to be put in ships that take it down the lakes to the steel mills.

Typical Village

The changes that have taken place in Lathrop are somewhat indicative of the changes all along the line. Lathrop in the farthest northwest corner of Delta County started its community life under the name of Centreville because it was midway between Escanaba and Negaunee, the two terminals of the new railroad.

Today Highway M-35 passes through the community as well as the Chicago & North Western Railway and some of the original log houses of the first settlement still stand, including that of Azel Lathrop, for whom the village was named.



Azel Lathrop

The cabin is owned now by Mrs. G. R. Stegath and her son, Austin Stegath, both of Escanaba, who purchased it and 200 acres of the old Lathrop homestead in 1952 for sweet sentimentality's sake. In 1917 the history of Lathrop was written by Azel Lathrop's grandchildren, Mrs. Ruth Hayward Rouse of Lathrop and the late Lawrence L. Molloy of Lathrop, from the diaries and other records of Azel Lathrop and their knowledge of the community.

History Created

This has created a history of the community which is lacking in many other of the towns which the Peninsula Rail Road created a century ago.

The right-of-way for the railroad was surveyed from Escanaba to Negaunee by S. H. Selden in 1863 and the first ore moved over the railroad to Escanaba in 1864. There had been iron mining on the Marquette Range since the late 1840s when Jackson miners on their way to the copper strike on Keweenaw stopped to mine the first iron, which had been discovered in the government's land survey of the area.

Selden thought that Centreville was going to develop into an active community and he induced Azel Lathrop, of Chocolay, a Vermont man of English descent, to settle there.

Lathrop was born in Chelsea, Vt., Aug. 10, 1823 and moved to New York as a boy. He learned iron working under the old processes and came to the Upper Peninsula of Michigan to engage in the iron business at the Jackson Mine at Negaunee, the first iron mine in Michigan.

Open Mining

This opening of the Marquette Range and starting of Lake Superior iron ore mining was open mining of hematite outcrop and smelting of the iron, first in forges and later in charcoal iron furnaces.

Azel Lathrop mined iron at the Jackson open pit mine and when the pioneer forge and blooming gave way to the furnace industry, he settled on a farm at Chocolay, where he lived until about 1866, when, the Peninsula Rail Road having been merged with the Chicago & North Western Railway, he moved to Centreville to work for S. H. Selden, who had surveyed the new railroad.

The North Western had a big rail camp at Centreville with a main camp building 100 feet long, and Southurd Lathrop, the youngest brother of Azel, kept the camp and boarded the railroad workmen. Frank H. Lathrop was choreboy.

Settlers Arrive

Azel Lathrop was the first settler on the Negaunee-Escanaba rail line, arriving at Centreville at 9 p. m., May 8, 1866 and the railroad company to show its appreciation gave him and his family free freight haulage for a year and the children rode without charge for six years.

The second settler at Centreville was Charles Hunter, who went there in 1867. Christopher Mahon was sent there as foreman of the six mile section south of Centreville and John McHale as foreman of the six mile section north of the village. The tank house was kept by a Mr. Doran and a little later the Levi Hemingers came. He was a North Western carpenter and an Ohioan and with his arrival the community had six families.

The Britz brothers, John and Peter, came as settlers in 1880 and then Matthew in 1881 and Nicholas in 1883 and they made Lathrop their permanent home. John and Peter logged together and their residence was the largest in the community. Matthew and Nicholas also logged and they developed a large farm.

Owen Curran, a veteran of the Civil War, who was an expert hewer of square timbers, settled in Lathrop in 1882. The timbers he hewed went to England. When the supply of material faded he turned to farming. A practical surveyor, he raised a family of six sons and two daughters.

First Settlement

Centreville was the first settlement in what became Maple Ridge Township. The Chicago & North Western built the first depot at Centreville in the fall of 1867 and a Mr. Taylor was the first operator and J. H. Molloy was the first station agent.

Mr. and Mrs. Heminger were parents of the first child born in the settlement, a daughter, in 1867.

The first wedding united Maria Lathrop and J. H. Molloy on Jan. 9, 1878.

Before there was a post office or store, Mary Lathrop or her father — because they could use a railroad pass — went once a week to Escanaba to mail letters and bring back mail for the settlers. They did buying for several families for about three years and then the conductor on the freight train brought a packet of mail once a week and gave it to the operator and the settlers went to the depot for their mail.

In 1874 Azel Lathrop succeeded in having a post office organized and it was at this time that the name of the community was changed to Lathrop. An Escanaba newspaper noted: "A post office has been established at Centreville with Daniel L. Shelton as postmaster. The new office will be know as Lathrop in honor of the pioneer Azel Lathrop."

The postoffice was in the depot and when Shelton left the operator's job Azel Lathrop became postmaster and transferred the post office to his house, which he had built of hand hewed timbers in 1867, and which stands today on the Lathrop farm. He was appointed postmaster in 1879 by Postmaster General James N. Tyler of Indiana and held the office for 27 years.

He was succeeded by Adolph Haberman and later by Oriana Lathrop Molloy, his daughter, who also held the office for 27 years.

The community was in a forest and lumbering was the most important industry, followed by farming. Azel Lathrop cleared the first land and was interested in the first sawmill. Austin Stillwell brought the mill in 1874 and Lathrop bought it from him. It manufactured lumber and shingles and had a waste burner and other familiar sawmill fixtures of that time. The mill ran for about six years. Another early lumber industry there was the Corning Lumber Co., which started in 1887 and which in one record year had an output of 50 million feet of logs.

The Township of Maple Ridge was organized by Azel Lathrop, John O'Callaghan and Thomas P. Hayes in 1874.

Wed In 1847

Azel Lathrop wed Rosanna Holland at Keeseville, N. Y., Aug. 10, 1847 and the couple celebrated their golden wedding on their Lathrop farm Aug. 10, 1897 and he was presented with a gold-headed cane by the people of Maple Ridge Township as a token of their esteem.

Besides helping create the township he had filled all its offices at various times. He was a justice of the peace for 28 years, town clerk for 10 years and supervisor for 10. He was school director for 26 years and taught school several times. He died Jan. 14, 1902 at his home after a long illness.

Mrs. Lathrop, who was born in Soliel, Quebec, Aug. 15, 1823, died June 22, 1905. She and her husband had 8 children and they are both buried at Lathrop.



THIS IS THE Azel Lathrop homestead, a squared log house with shingled tables that still stands at Lathrop, owned by Mrs. Gideon Stegath and Austin Stegath of Escanaba.

To The
Chicago & North Western Railway
Our Sincere
Congratulations
on their
100th Anniversary
of Iron Ore Shipping
from Escanaba
●
Escanaba and Lake Superior Railroad Company
Wells, Michigan

Saluting . . . the C&NW Railway on this 100th Anniversary of Iron Ore Shipping from Escanaba
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FOR BEING THE RIGHT HAND OF OUR COMMUNITY FOR MANY YEARS . . .
We Salute
Chicago & North Western RAILWAY
ON THIS HAPPY OCCASION . . . "THE ORE CENTENNIAL"
GROOS & CO.
1400 WASHINGTON AVE. ESCANABA
TRUCK & TRAILER AIR BRAKE SERVICE
RADIATOR REPAIR

Congratulations
CHICAGO AND NORTH WESTERN RAILWAY
We take this opportunity to congratulate you on your successful 100 years of ore shipping in the Upper Peninsula. Our association with your company has been a happy one and wish you continued success in the future.
S. M. JOHNSON
Fuel Oil & Coal Co.
Escanaba, Michigan

We sincerely wish to congratulate the Chicago and North Western Railway on their 100th Anniversary of iron ore shipping from Escanaba.
It has been our privilege through the years, to provide the iron mining industry with International Harvester construction Equipment.
BARK RIVER
Culvert and Equipment Co.
Michigan: Escanaba and Ironwood
Wisconsin: Eau Claire - Green Bay - Madison - Milwaukee
"Your IH Construction Equipment Distributor"

Gladstone Was Iron Ore Port Until Year 1900

Gladstone was the scene of much activity in the late 1800's and early 1900's, it was equipped for port accommodations of coal, iron, lumber, flour and merchandise traffic.

The Soo Line Railroad, in search of a great lakes terminal which would bring large tonnages of coal and merchandise for movement westward and for eastward movement of grain and other products, chose Gladstone because a port on Lake Michigan would have a longer shipping season than Lake Superior and vessels would not have to go through the St. Mary's river. The two mile wide and four mile long harbor was of ample size to handle the largest vessels and many of them at one time.

Construction of the Gladstone docks began in 1887 with the merchandise dock and in 1887-88 the ore dock was built of timber. It was 786 feet long with an approach of 914 feet and had ore pockets on one side of the dock only.

The dock was constructed with the plan to extend the road into mining territory and with the desire of the Milwaukee & Northern Railroad for a lake outlet closer to the mines than Mariente-Menominee.

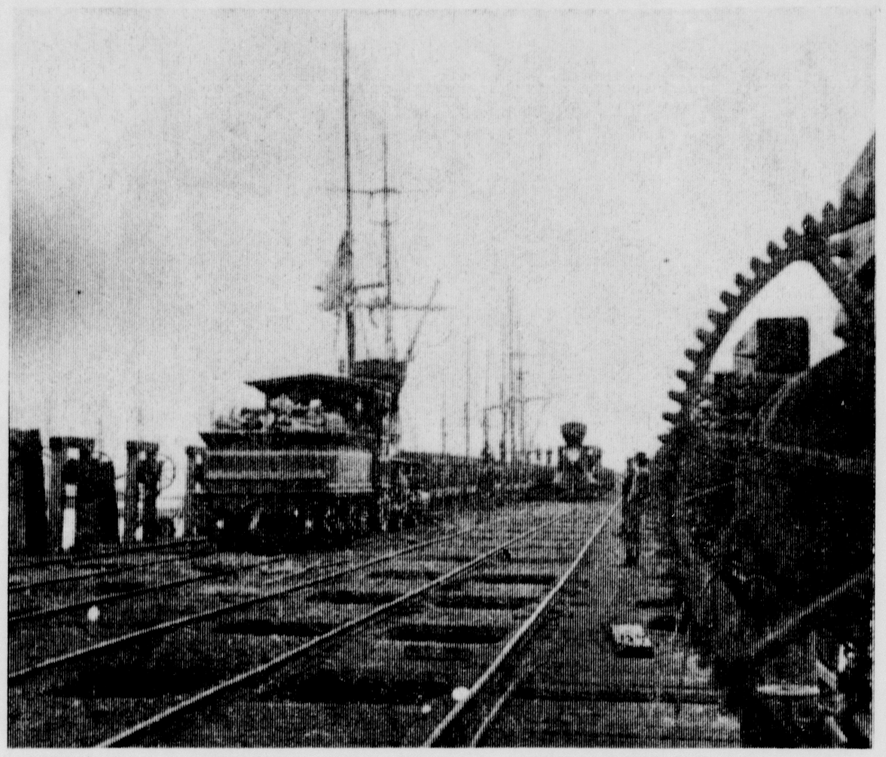
The Milwaukee & Northern wanted to be a big ore carrier and shipped from the Soo Line dock in Gladstone for 12 years.

During the summer of 1900, a large ore carrying vessel struck the dock in its middle and broke it in two. It was never repaired and was dismantled in 1905.

Gladstone continued as a prominent rail-lake terminal on into the 1900's, but as the trends in lake commerce changed with the years, bulk carrying trade dwindled.

During the Civil War the combined freight tonnage of the Erie and the New York Central railroads for the first time exceeds that of the Erie Canal.

On July 4, 1828 John Quincy Adams turned the first dirt for the Chesapeake and Ohio Canal and Charles Carroll laid the first stone for the Baltimore and Ohio Railroad.



THE ORE HAUL looked like this at the dock end in the last century when wood burning steam locomotives brought the trains from the iron ranges. Note the balloon stacks on the wood burners, the sailing vessels loading at the dock and the hand machinery used to raise and lower the chutes which funneled the ore into vessels.

Rail Shocks Are Reduced

An address by Edward H. Lehman, a native of Menominee who is vice president of the Miner Corp., railroad equipment suppliers of Chicago, in an address to at the annual commencement recently to the Miner Institute at Chazy, N. Y., told of gains in railroad safety and efficiency.

"Forty years ago," said Lehman "freight cars could be switched together at maximum speeds of two miles per hour without damage to cars and contents. Thirty years ago cars were protected in switching speeds up to 4 miles per hour because of improved shock absorbers.

"Our staff up to 30 years ago consisted of practical engineers educated in the field and only about 3 per cent were university men. During the last four years in an atomic age railroads are definitely on the move. Much passenger traffic has been lost to the airlines and the automobile.

"But the freight train remains a lucrative item and appears to have a bright future. They are called upon to handle carloads of so-called delicate items such as windshields that can't be used if shattered, newsprint with no tears, tin plate that is not scratched, bottles that are not broken. We carry eggs to market and we don't do it in a 15-ton truck.

"The basic principles in shock absorbption remain almost unchanged. It is the quest for improved materials that calls for men of science and knowledge. Our shock absorber of 1920 was made in part of malleable iron with a capacity of 18,000 foot-pounds. In 1930 the shock absorbers (now made entirely of heat-treated steel) were almost the same in principal and were good for a 4 miles per hour rating.

"In the last 10 years with the same principles but with the introduction of rubber and hydraulics the safe impact ratings are now higher and gear capacities have doubled. And there are special cars that can be switched up to 15 mph, which is a wrecking speed on any railroad."

The first Diesel-electric locomotive was put in regular switching service in 1925.

Milwaukee Road Is C&NW Partner In U.P. Ore Haul

The Chicago & North Western Railway, first common carrier to haul iron ore across the Upper Peninsula to vessels on Lake Michigan, starting with operations on a line completed to Escanaba in 1864 later had a competitor for its Menominee Iron Range business.

It was the Milwaukee Road, which merged its ore haul to Escanaba with the North Western in 1937. Since then the two railroads have taken their 1937 proportion of the business.

The Milwaukee Road is not as old as the North Western, but is one of the nation's great transcontinental rail systems. It was incorporated in 1872 as the Chicago, Milwaukee & St. Paul Railway. Into this railroad went, to name only a few, the Milwaukee & Mississippi, the Milwaukee & Northern, the Ontonagon & Brule River, the Wisconsin Union, the Menominee Branch, the Chicago & Pacific, and about 15 other midwest lines.

Congratulations to you...

CHICAGO AND NORTH WESTERN RAILWAY



We, the City of Gladstone wish to take this opportunity to congratulate you, The Chicago and North Western Railway for its continued success and progress in the delivery of iron ore for shipping during the past 100 years in the Upper Peninsula. Here's wishing you continued success in your second century!

City of Gladstone



New GM locomotives meet today's challenge with higher capacity, lower maintenance

Faster schedules . . . heavier tonnages . . . lower operating costs—these are some of the challenges facing America's railroads. The 2500 hp GP-35 and the 5000 hp DD-35 were born to meet these challenges. They've got the rugged dependability that has been the hallmark of GM locomotives for more than 25 years. And in addition, they bring new higher capacity for faster schedules or heavier payloads, plus new maintenance reduction for lower operating costs. Fleet modernization with new GM motive power makes way for railroad progress.

ELECTRO-MOTIVE DIVISION · GENERAL MOTORS · LA GRANGE, ILLINOIS
HOME OF THE DIESEL LOCOMOTIVE • In Canada: General Motors Diesel Limited, London, Ontario

E-M

CHICAGO & NORTH WESTERN RAILWAY . . . Celebrating 100 YEARS of Ore Shipping 1864-1964

. . . a lot of iron ore has been shipped and made into steel since 1864 . . .

CONGRATULATIONS

to the C&NW Railway and its contribution to the economy of our area.

Banks and Industry walk hand-in-hand and have for over 100 years. The C&NW dates back to the time when Abraham Lincoln was president of the United States. It was Lincoln who signed the National Currency Act to make banking and industry meaningful partners. Since then the U. S. public has received more than $450 billion in personal income per year; over 100,000 schools have been built; citizens own more than 75 million automobiles; there is one commercial bank for every 7,000 persons. 90% of all payments are made with bank checks; bank savings exceed $70 billion; $130 billion are in bank loans. New and extended banking services keep pace with the needs of the nation, from the single individual's need . . . to the needs of its greatest industries. We share the hopes of a bright future with C&NW as we shared a progressive past.

☆ ESCANABA NATIONAL BANK
☆ FIRST NATIONAL BANK
☆ STATE BANK of Escanaba

NATIONAL CURRENCY ACT for BANKS 1863-1964



Empire's 100-gun salute to Chicago and Northwestern

McLOUTH STEEL CORPORATION—DETROIT, TRENTON AND GIBRALTER, MICHIGAN

McLOUTH STEEL